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Auto EXPRESS

THE CAR NEWS WEEKLY

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SUV star takes on
Qashqai and 3008

NEW VW GOLF GTI

EXCLUSIVE IMAGES

Secret plan for Mk8
GTI family revealed



PLUS



Citroen's new SUV **driven**

Exclusive verdict on stunning 'Grand Cactus' concept



Wild 592bhp Nissan Juke

We drive crazy crossover that's faster than a Ferrari

Kia's Juke rival confirmed ● 50 years of Ford's Transit



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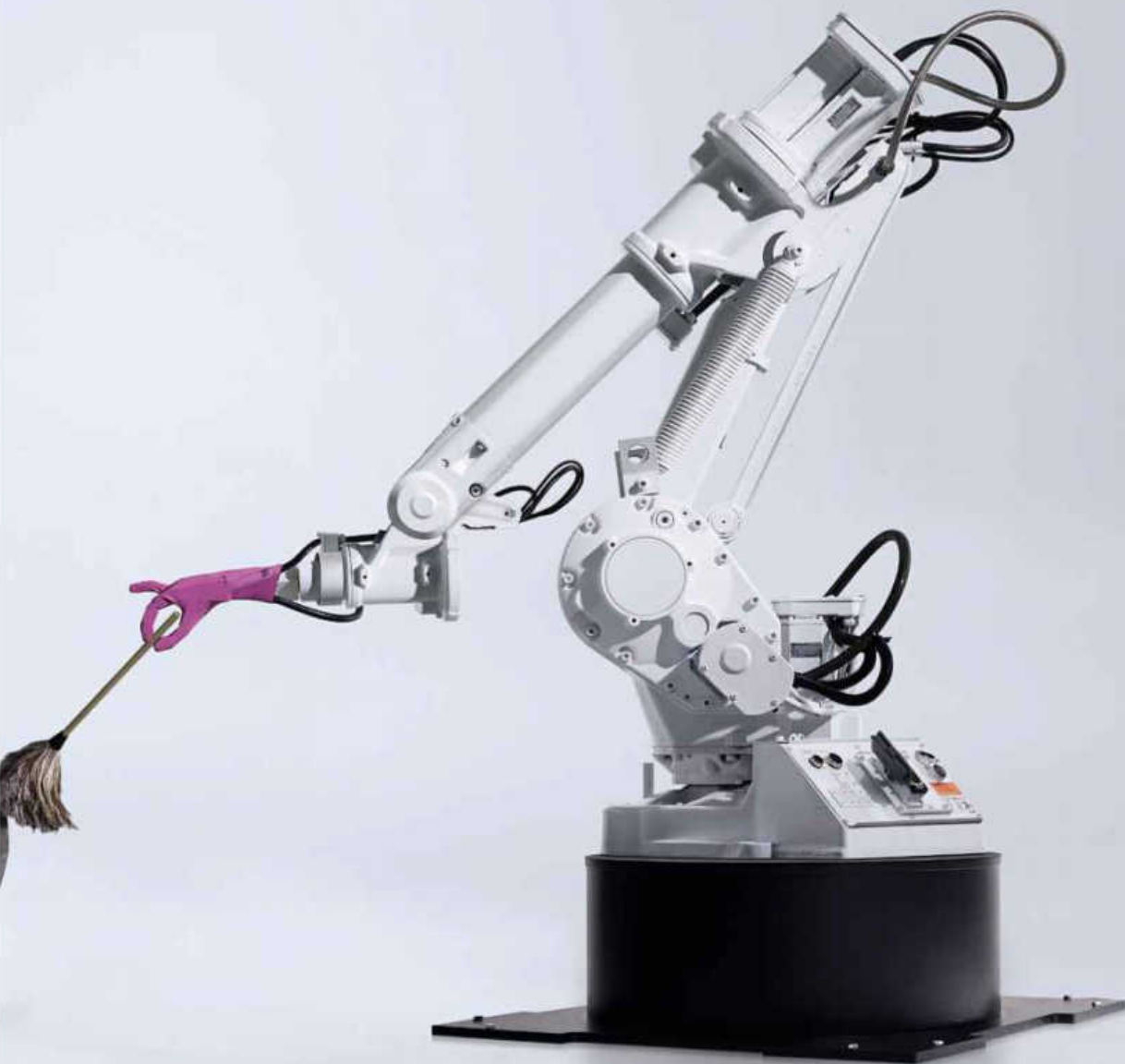


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Online this week



First drive verdict as 2.0 MX-5 hits the UK

WE'VE already driven Mazda's new MX-5 with the zingy 129bhp 1.5-litre petrol, but this will be the first time we've tried the 158bhp 2.0 unit in the UK.

Mazda claims the two-seat roadster was designed around the smaller engine as it fits in with the simple, lightweight design, but there's no doubt some will be craving extra power to exploit the chassis.

Log on to see if we think the larger engine is an ideal fit for the award-winning roadster.

For more visit
autoexpress.co.uk

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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



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Let's hope Ford's halo models light up the rest of the range



AE MORE than halfway through the year, there is one clear highlight of 2015 for me – the unveil of the Ford GT concept in Detroit in January. It was a genuine surprise, a real “I was there” moment made all the more special by the fact the car is so stunning.

It looked equally impressive on show at London's RAC Club last week, where I caught up with Ford's new UK boss Andy Barratt (above). Andy is clearly thrilled at how the GT, Mustang and Focus RS are generating a real feelgood factor for the brand.

But, let's be honest, some of that stardust needs to filter down to Ford's more mainstream cars, which are lacking a little of the X factor at present. Many of us believe that the global One Ford strategy is to blame for that, but Andy defended it rigidly.

Without it, he pointed out, Ford wouldn't have had an entry in the booming supermini-SUV class – the EcoSport – and the Mustang wouldn't have made it here, either. And he insisted that over time it will facilitate tech transfer between the performance cars and everyday Fords – such as increased use of carbon fibre – which will help address some of our concerns about the limitations of more recent Fords.

Equally interesting were his comments about Ford's dealers, which finished 26th out of 31 in our recent Driver Power survey. “Not where I want to be,” he said firmly. Andy has visited every one of Ford's 500 UK sales outlets, so knows where they need to improve and says he will use October's new Consumer Rights Act “to ramp up standards”.

Being the top man at Britain's favourite car firm is no easy task – with a Ford sold every 35 seconds in the UK, the pressure is always on. But in Andy Barratt, the company has a man who knows very

firmly what it has to deliver. And with those halo models hopefully lighting up the range, few would bet against the sales success continuing.



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- Sizzling new VW hot hatch to deliver up to 325bhp
- Clever steel-polymer construction reduces weight

**Jack Rix**

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AE SEVEN generations and 40 years ago, the Golf GTI carved out the hot hatch template, and in 2015 its position on the performance car map is as crucial as ever. An average family hatch with the heart of a sports car, it avoids any frills or fanfare and focuses on driving fun without the compromises.

A facelifted version of the current GTI is due in late 2016, but VW's top engineers and designers have already turned their attention to the all-new Mk8 GTI, scheduled to arrive in 2019. Instead of another incremental improvement, VW is planning a revolution for its most famous hot hatch – and our exclusive images show how it could look.

It all begins with the power output – or power outputs – as there will be three to choose from. Even in standard form, an updated 2.0 TSI engine will produce around 260bhp – over 30bhp more than the current GTI Performance Pack. Above that, a Performance version will offer just under 300bhp, and feature an electronic front differential and bigger brakes.

The ultimate GTI, though, will be the Club Sport, delivering in the region of 325bhp and with a firmer chassis set-up and more aggressive styling. Although all three versions will be made available earlier in the Mk8 Golf's lifecycle, it's a similar structure to the existing model – albeit with significantly inflated power figures – as a 261bhp Club Sport model of the current car has been confirmed for a 2016 launch, possibly to coincide with the facelift.

This being a GTI, all versions will be front-wheel drive, and with a choice of six-speed manual or DSG auto boxes. However, the DSG won't be a rehash of the old six or seven-speed units, but the world's first

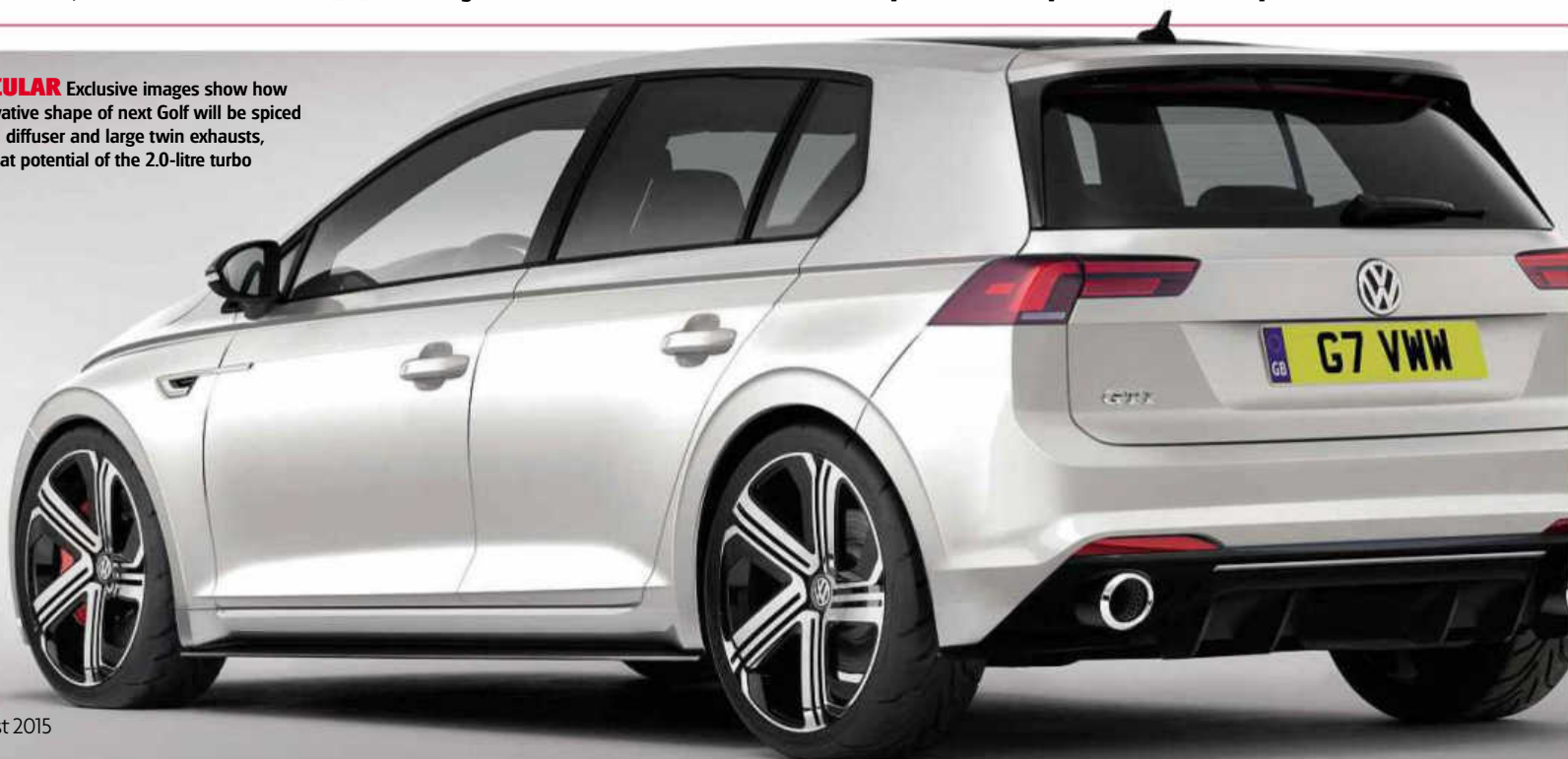


EXCLUSIVE IMAGES

New Mk8 VW Golf

- Family of GTIs will offer choice of power outputs and 10-speed DSG auto box;

MUSCULAR Exclusive images show how conservative shape of next Golf will be spiced up with diffuser and large twin exhausts, hinting at potential of the 2.0-litre turbo



**BOLD LOOK**

Our images reveal sharp nose with deep front bumper, as well as big alloy wheels

f GTI shapes up

sharper look promised, too

PURPOSE

More aggressive look follows on from design studies VW has shown in recent years

10-speed twin-clutch set-up. It's a similar size and weight as the current seven-speed DSG, and designed to work with the Golf's MQB architecture, and is being engineered not only for snappy shifts and a sporty feel, but to cut fuel consumption significantly. Capable of handling up to 550Nm of torque, it's set to be used in the Mk8 Golf GTI, Golf GTD and Golf R; lesser models will make do with the more cost-effective seven-speeder.

VW has been dropping hints about the look of future sporty Golfs, and the common thread is more aggression, while retaining classic GTI cues. In 2013, the Golf Design Vision GTI Concept wowed the Wörthersee tuning show in Austria with its bigger wheels, sculpted body and sharp, exaggerated nose.

Then, at the same event in 2014, the brand unleashed the 395bhp plug-in hybrid Golf GTE Sport concept, which continued the angrier design theme and applied it to an even lower-slung coupé body shape with bonkers gullwing doors. Our images show how the new GTI will take the Mk8 Golf's

conservative silhouette and pump it up with a deeper front bumper housing C-shaped LED running lights, lower side sills and a rear diffuser with a pair of Coke can-sized tailpipes. The trademark red pinstripe runs the width of the grille and into slimmer LED headlamps, underscoring the red GTI badge.

And we may not have to wait long before VW shows its cards. Rumours abound that it will present a new concept at January's Consumer Electronics Show in Las Vegas. This technology demonstrator, possibly with a full electric powertrain, could also give a big clue towards the styling of the Golf Mk8.

So the various versions of the new GTI will look sharper, be faster and use far less fuel – and that's not entirely down to the more powerful engines. VW is expected to

"New 10-speed DSG is set to be used in new GTI, as well as GTD and Golf R"

GENERATION GTI

VOLKSWAGEN invented the hot hatch with the original GTI nearly four decades ago, and it's been setting the standard in this market pretty much ever since. We look back over the seven generations of high-performance Golf to give you an idea of what the new Mk8 model will have to live up to when it hits showrooms in 2019...

Mk1 (1977-1984)

WHERE it all began. Only 34 left-hand-drive models sold in the UK in 1977, weighing 810kg each and using a 110bhp 1.6 engine.



Mk2 (1984-1992)

BUILT on success of Mk1 with a 112bhp 1.8-litre. UK sales peaked at 17,193 in 1989 – nearly 50 per cent of all Golf sales at the time.



Mk3 (1992-1998)

STARTED with an 8V 112bhp 2.0-litre engine, but 150bhp 16V version of the same engine in 1993 cut 0-60mph time to 8.3 seconds.



Mk4 (1998-2004)

MADE big strides on refinement and safety, but slated for its dull styling and stodgy handling. Peaked with 178bhp 25th anniversary.



Mk5 (2004-2008)

A SERIOUS return to form, the Mk5 had a 197bhp 2.0-litre turbo, more distinctive styling and multi-link rear suspension.



Mk6 (2009-2013)

HEAVILY revised version of the Mk5 was another hit. With 207bhp it was no powerhouse, but it continued to outhandle rivals.



Mk7 (2013 TO DATE)

NEW MQB platform opened up a world of tech, while 227bhp Performance Pack brought electronic front differential and bigger brakes.



LIGHTWEIGHT

Clever steel-polymer construction means that new GTI's bonnet could be up to 2kg lighter than the current version's

ENGINE VW is set to offer an updated version of the current GTI's 2.0-litre turbo under the bonnet, with buyers getting a choice of three power outputs



use innovative new steel-polymer sandwich tech for selected body panels, cutting weight for those components by as much as 30 per cent. By sticking thin sheets of steel either side of a polymer core, the weight of the Golf's bonnet, for example, can be reduced by 2kg or so. Carbon fibre is still much lighter and more rigid, of course, but costs much more.

With the GTI family covering so much more of the hot hatch market than before, the big question is where this leaves the even hotter and traditionally four-wheel-drive Golf R. The word from Wolfsburg is that there are several options, all explored in recent concept cars.

The most obvious option, and current front runner, is to use a version of the highly strung 395bhp 2.0 TSI engine from 2014's R400 concept, with four-wheel drive and a 10-speed DSG box. An R400 version of the current Golf is expected to go on sale in

"Steel-polymer sandwich tech for selected panels will help cut their weight by up to 30 per cent"

LED LIGHTS C-shaped LED daytime running lamps are set to define front end, while higher up, trademark red pinstripe runs under grille

2016, so the next Golf R could take things even further, extracting around 420bhp from the turbocharged four-cylinder.

Other alternatives include fitting the new twin-turbo 3.0-litre VR6 engine, showcased in 496bhp form in 2013's Golf Design Vision GTI concept. It would be a popular move with US customers who still value cylinder count and cubic capacity, but could be seen as a regressive step by bosses in Germany.

The third and most radical idea is to use the plug-in hybrid powertrain from the Golf GTE Sport concept. This combines a 295bhp 1.6 TSI engine derived from the Polo WRC rally car with two electric motors on the rear axle for a total of 395bhp and 670Nm of torque, and gave the concept 0-62mph in 4.3 seconds and 141mpg economy.

Whatever VW chooses, one thing's clear: a hot hatch power war is in full swing, and with its trio of GTIs, producing a minimum of 260bhp, plus a ballistic Golf R in the pipeline, the brand has all the firepower it needs to see off the competition.

HI-TECH CABIN ON WAY, TOO

WHILE purists can look forward to tartan seats and a golf ball gearlever on the eighth-generation GTI, the interior will debut a whole host of clever new technology.

The traditional instrument cluster will be replaced by an eight-inch digital display – a smaller version of Audi's Virtual Cockpit – as previewed by the Golf R Touch concept. Next to that is a 13-inch hi-res touchscreen, with mirroring functions for smartphones.

Drivers can use hand gestures – picked up by five in-car sensors – to control volume and temperature, and open the sunroof, so the centre console will be almost buttonless. VW has confirmed the facelifted Mk7 Golf, due late next year, will be its first car to get gesture control, but for the full digital, buttonless interior, we'll have to wait for the Mk8.



Golf R Touch concept previewed new interior displays set to feature in Mk8 Golf GTI

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Bold Juke rival heads



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- **Dramatic supermini-SUV set to take cues from Niro concept**
- **Will replace Venga compact MPV and use new Rio platform**

AE KIA has finally given the green light to a supermini-based SUV, and it's scheduled to go on sale by 2018.

The new car is being lined up to take on the best-selling Nissan Juke and Renault Captur with funky, bold styling, and in Europe it will effectively replace the Venga compact MPV.

Kia showed off its vision for a small supermini-based SUV to sit below the Sportage at the 2013 Frankfurt Motor

Show. The Niro concept was said to be merely a design study, but bosses have finally given the Juke rival the go-ahead, admitting it's a market they "have to be in".

Kia's Ford Fiesta competitor, the Rio, will be replaced by an all-new version in two years, and the platform for that car is set to form the basis of the SUV.

Our source revealed that the design of the newcomer has yet to be signed off, but due to the Niro being "so well received" at

Frankfurt two years ago, Kia seems keen to stick with the Niro's recipe.

That means the SUV will have curvaceous bodywork, plus Kia's trademark tiger nose, quad LED daytime running lights similar to those on the Kia Pro_ceed GT and muscular wheelarches.

Kia is likely to offer a wide range of personalisation packs, just like Nissan has found great success with, including



More Kias coming in next three years

IT'S not just the new supermini-based SUV that will roll off Kia's production lines in the coming years.

There's a whole host of new models we can expect to see over the next three years – and they range from replacements for Kia's current cars to entrants in new markets.

Our timeline explains what you can expect and when you're likely to see them in your nearest Kia dealer...



2016: KIA OPTIMA

DESPITE its pin-sharp styling, the Optima hasn't set sales charts on fire. Kia hopes it'll be second time lucky when the new model (above) appears in early 2016. A shooting brake estate will arrive in August next year.



CarPix



EXCLUSIVE

"The design of the new car has yet to be signed off, but due to the Niro concept being so well received two years ago, Kia seems keen to stick with the recipe"

new Kia boom



Production car will be taller than Niro concept, but will likely feature styling touches such as the contrasting roof

contrasting roof finishes and tough off-road styling options. Our source hinted the final design will be slightly taller than the Niro, too.

Under the bonnet, the new baby SUV will be offered with a choice of three engines and two gearboxes.

The company's recently revealed 1.0-litre three-cylinder petrol engine will certainly be one of the options,

with a larger 1.6-litre petrol turbo and a 1.7-litre diesel also available.

A six-speed manual gearbox will be standard, with Kia's new seven-speed dual-clutch box as an option, and the new SUV will be front-wheel-drive only.

Our source revealed the brand may even use the petrol-electric powertrain from its new hybrid (see panel, right).

Kia will price the new small SUV to compete with its nearest rivals, so expect a starting figure of around £15,000.

It will be built at the company's factory in Slovakia, alongside the Cee'd and Sportage.

Kia to build new baby Panamera

BEFORE the arrival of Kia's new baby SUV, the Korean company will enter uncharted territory as it launches what has been described as a cut-price Porsche Panamera.

This car was originally scheduled to be launched next year, with a full unveiling even earlier than that. Kia is now delaying it slightly, with one source telling us we shouldn't expect to see it until 2017.

The design has already been signed off by Kia design chief Peter Schreyer and it won't differ too much from the GT concept (below) revealed at the 2011 Frankfurt Motor Show.

The rear-wheel-drive four-door is likely to use a range of four and six-cylinder diesel and petrol engines, with a V8 petrol also slated, which will please both American buyers and fans of the Mercedes-AMG CLS 63 models.

Don't expect the concept's radical suicide doors, though – the real car will get a conventional arrangement.



...And Prius rival also on the way

AUTO Express was the first to reveal late last year that Kia also plans to take on the Toyota Prius with a dedicated hybrid model (below).

It will be 4,350mm long, so will sit neatly between the Soul and the Sportage, and will combine a 1.6-litre petrol engine with an electric motor, and should be capable of 60mpg.

It'll feature a dashboard with a large screen – a design that we'll first see in the next Kia Optima.

Test mules have largely been more SUV in style, but the final product will be closer to a hatchback. "Think Mercedes A-Class and you wouldn't be too far wrong," a source told us.



2016: KIA SPORTAGE

THE replacement for Kia's top-selling Sportage will star at next month's Frankfurt Motor Show, before going on sale next year – and our spies have caught it on test (left). Expect similar styling, more space and a posher interior.



2017: KIA RIO

THE next Rio will arrive in 2017. It'll be the next step in Kia's offensive to beat the Ford Fiesta and Vauxhall Corsa. Expect sleeker styling and downsized petrol engines. A hot GT model should appear in 2018.



2018: KIA CEE'D

A FACELIFTED Cee'd will arrive later this year, but the all-new car will appear at the start of 2018. It'll have a better-quality interior to battle the VW Golf. Three-door Pro_ceed and hot GT versions should follow a year later.





"Not only does Aircross look the part, everything you see and feel functions as it should"



FIRST DRIVE

We hit road in Citroen's

AE Agnes Lasbarrères & Bruno Thomas

IT'S a rare opportunity when a manufacturer lets you loose in a priceless, one-off concept car. It's even rarer when the concept has licence plates stuck to the front and back, and you're mixing it with real traffic on real roads. Despite the possibility of a hefty insurance bill, the chance to drive Citroen's incredible Aircross concept was too good to miss.

First seen at April's Shanghai Motor Show (where it was dubbed Grand Cactus), it represents the next exciting chapter in the Cactus sub-brand, although Citroen steered clear of using Cactus in its name. Look past some of the concept car touches – but not all of them; after all, Citroen is famed for its mould-breaking design and technology – and this is the brand's answer to the Nissan Qashqai and Renault Kadjar. And you'll be able to buy one by 2017.

First impressions are surprising. Unlike most brittle motor show one-offs, the

First drive in Aircross concept Hints at C4 Cactus' big brother

Aircross looks and feels solidly built. There's no whiff of glue here or bits hanging off, which bodes well for our exclusive drive. Not only does it look the part, but everything you can see and touch functions exactly as it should – and that's saying something given the ambitious design and cutting-edge tech crammed into the Aircross' interior.

The steering wheel does without buttons, and gets two touch-sensitive thumb pads instead for controlling the 12-inch hi-res digital screen that replaces a traditional instrument cluster. The passenger is treated to



TOUCHPAD

Pads on the steering wheel control the hi-res screen, while Aircross looks like nothing else



SMOOTH

Aircross starred at Shanghai in April with hybrid power, but our car was running on a petrol engine, and refinement was impressive

Essentials**Citroen Aircross Concept**

Price:	N/A
Engine:	218bhp 1.6 4cyl turbo, rear-mounted 95bhp electric motor
Power/torque:	313bhp/475Nm (total)
Transmission:	Unspecified automatic, four-wheel drive
0-62mph:	4.5 seconds
EV range:	31 miles
Economy:	166mpg
CO₂:	39g/km

ON SALE 2017

STORAGE Centre console runs the full length of the interior, and provides occupants with lots of storage solutions, including these gorgeous cup-holders



NEAT TOUCHES Speakers in all the headrests allow you to personalise the infotainment, or amplify passengers' voices via microphones in seatbelts



Nicolas Soler/Auto Plus



Back doors are rear-hinged, and give huge opening for easy access to the futuristic interior; and once inside, you can operate various functions using gesture control

striking 'Grand Cactus'

another screen of the same size and, should you feel the need, you can 'swipe' info from one display to the other by waving your hand over a centre console sensor.

Each of the four chunky seats is also fitted with speakers in the headrest, so your on-board entertainment can be personalised or to amplify the voices of other passengers.

The start button is located on the end of a rotating stalk by your right thigh. Spin it to select the gearbox function you need, and setting off is as simple as in any production Citroen. Although the Shanghai show car was fitted with a 218bhp 1.6 THP engine up front and a 95bhp electric motor at the rear – good for 31 miles of pure EV driving, 166mpg economy and CO₂ emissions of just 39g/km in theory – only the petrol engine is hauling the concept along today. That's no bad thing, though, as it's smooth, quiet

and emphasises just how eerily refined the Aircross is. OK, so the massive 22-inch wheels mean the ride is back-breaking, but we can ignore that as they look fantastic.

While the multi-coloured trim and bulky designer chairs will be replaced by more conventional alternatives in the production car, Citroen told us the touchpads on the wheel and both digital displays are likely to make showrooms, as it continues on the stripped-out minimalist design path that's proving so popular in the smaller C4 Cactus.

As for the exterior, the brand is keen to keep the concept's sporty dimensions – it's 4.58 metres long and 1.8 metres tall. Also likely to be retained is the unique take on the Airbump protection along the side sills, although the rear-hinged rear doors will have to be ditched, as will the slightly awkward gesture control and curious gearshifter.

Still, even without those quirks, the Aircross has enough personality to stand out in an increasingly congested SUV market.

**Auto Express Verdict**

WHEN Citroen lets its designers off the leash, there's no one better for creating a compelling vision of the future. Fortunately with the Aircross, this fantasy will become reality in 2017, and after experiencing its stunning proportions and meticulous attention to detail first hand, we can't wait. In a world when every other manufacturer is determined to make its cars sportier, it's wonderful to see Citroen doing things its own way.





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Fuel consumption in MPG (l/100km) for i10 range: Urban 35.3 (8.0) – 55.4 (5.1), Extra Urban 55.4 (5.1) – 76.3 (3.7), Combined 45.6 (6.2) – 65.7 (4.3), CO₂ Emissions 142 – 98 g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. Offer available on Hyundai i10 between 1st July and 30th September 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. 18s and over. Guarantee/Indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: i10 Premium 1.0 at £11,190 OTR including Sleek Silver metallic paint at £515. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

Cover blown on Aventador SV

■ Spies catch Roadster version of 750bhp Lamborghini thriller ■ Boss Winkelmann says 500 will be built, and demand is already strong

SPIED

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AE LAST month, Lamborghini announced it would build a Roadster version of its new Aventador LP750-4 Superveloce, to follow in the wheeltracks of the coupé. Now, our spies have produced confirmation that the most outlandish mainstream Lambo ever is on the brink of full production, with sales set to start in the coming months.

You can clearly see the same gaping rear diffuser, slashed side sills and jutting front bumper as on the SV Coupé. New for the Roadster is a removable carbon fibre roof panel – so weight gains over the coupé should be negligible – while it loses the coupé's massive fixed rear wing.

The news that an Aventador SV Roadster was definitely in the pipeline came at June's



CarPix

Existence of SV Roadster was confirmed at Goodwood, and now spies have caught it on road, and it has removable carbon fibre roof

"Roadster gets removable carbon roof panel, so weight gains over coupé should be negligible"

Goodwood Festival of Speed, where the SV coupé was making its UK driving debut.

Lambo boss Stephan Winkelmann told Auto Express demand is already strong for a car that won't be officially revealed until later this month. "We've sold all 600 Superveloce coupés, and now are taking orders for the

500 roadsters," he said. "We haven't shown the car, but there's already lots of interest."

The Roadster will have the same 750bhp V12 as the coupé, so should come close to that car's 2.8-second 0-62mph time, although the 217mph top speed is likely to be limited thanks to the loss of the roof.

Petition backs driver skills for kids

LESS than a year after Auto Express called for driving skills to be taught in schools, a petition has been launched to include it on the National Curriculum.

Top motoring organisations, including the RAC and the Association of British Insurers, have backed the petition which wants practical and classroom lessons for pupils to help cut young driver deaths. Every year, 400 people are killed on UK roads in accidents involving young drivers.

Auto Express visited a school in Wales in Issue 1,342 to see first hand how education is helping to improve road safety for newly qualified drivers. We called on councils to make more funding available for these courses. And Young Driver, which runs courses for teenagers, has now started the new petition. To sign, simply log on to petition.parliament.uk/petitions/104632.

BACKING
Petition has been launched calling for schoolchildren to be taught driving skills on National Curriculum



362bhp copycat Tesla on charge

THE Chinese car industry is up to its old tricks again with this: the new Youxia X.

It's clearly inspired by Tesla's Model S, from the curvy roofline and body shape to the hidden door handles and blacked-out front grille. Under the skin is an electric motor delivering 362bhp and 440Nm of torque, and firing the Youxia X from 0-62mph in 5.6 seconds – not quite a match for the most basic Model S 70D.

Three battery packs are available, with ranges claimed from 137 to 286 miles.



EVs give Govt £5bn tax s

■ More electric cars mean less fuel duty for Government ■ Road charging touted as possible solution



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@AE_Consumer

AE THE UK Government is facing a near-£5billion shortfall in 2030 from lost fuel duty if the growth of battery electric vehicles continues, according to exclusive Auto Express calculations.

We've crunched the numbers based on the current fuel duty paid to HM Treasury and the projected uptake of pure electric vehicles to reveal the amount Government will lose out on over the next 15 years.

In 2020, the Government will have a £213million-a-year shortfall, and that will rise to £4.8billion in 2030, when academic research predicts there will be 5.9 million battery-powered cars and vans on UK roads. The projections are based on the Government target to reduce emissions by 80 per cent by 2050 in a report by consultant Ecolane and the University of Aberdeen for the Committee on Climate Change.

It's backed up by the latest Go Ultra Low figures, which show total charging volumes have tripled since 2014 and 90 per cent of EVs (including hybrids) are charged at home.

Dr Ben Lane, director of Ecolane and one of the researchers, said: "The Government knows there's a problem and it's part of the thinking behind realignment of VED bands.

"My view is that road charging will be inevitable and what makes that even more possible is the connected car. Within a couple of years we will know where a significant proportion of vehicles are."

Other solutions posed by economists include charging electric vehicle buyers an extra fee to account for the lost revenue,

IN NUMBERS

£26.9BN

Total paid in fuel excise duty to HM Treasury in 2013/14.

5,910,000

Projected number of battery-powered cars and vans on UK roads by 2030.

£213M

Estimated total fuel excise duty shortfall HM Treasury faces in 2020.

£4.8BN

Predicted shortfall in fuel duty in 2030 based on battery car and van projections.

taxing petrol or diesel higher or setting up a tax on electricity using smart meters.

Steve Gooding, RAC Foundation director, said: "Greener cars are a challenge for the Treasury. The time will come when George Osborne stops letting eco-friendly vehicles off the hook and starts to tax them.

"The beauty of fuel duty is it's simple to collect. Other methods are likely to cost more to run. Ministers will also fear a backlash from the country's 37 million drivers if they perceive a new system as a way of taking more money off them."

EXCLUSIVE

CHARGES

Increasing popularity of electric cars like Kia Soul and BMW i3 will cause funding problem for the Government



"The time will come when George Osborne stops letting eco-friendly vehicles off the hook and starts to tax them"

Sleek new electric Audi Q6 comes into view

THESE two grainy images, believed to be of a new Audi SUV concept, have emerged on the Internet ahead of the car's debut at next month's Frankfurt Motor Show. The concept, called C-BEV, is set to preview the forthcoming Q6 all-electric production model, which won't go on sale until 2018.

Although Audi UK refused to confirm the images were official, they are believed to have come from an inside source at the brand. They reveal a dynamic SUV design that's a significant departure from the

"Sleek profile and chiselled styling show intention to position the Q6 as a rival for the Tesla Model X"

current Q5 and Q7, and showcases clear influence from new design boss Marc Lichte.

The sleek profile and chiselled styling shows the intention to position the electric Q6 as a rival for the Tesla Model X, as well as conventional models such as the BMW X6 and Mercedes GLE Coupé.

Audi has also revealed it will debut new Matrix Organic Light Emitting Diode (OLED) technology on the concept. The lights, which are continuously variable and require no reflectors or guides, will eventually be used in production Audis across the range.

CEO Rupert Stadler has previously opened up about the zero-emissions SUV, believed to be badged Q6 and with a 300-mile range, saying it will be "sexy", "packed with utility" and "sporty". He also confirmed it will arrive by 2018 – to coincide with big developments in charging infrastructure.

CURVY

Grainy images show look of C-BEV concept, expected to debut at the Frankfurt show and hint at Audi's new all-electric Q6



Shortfall headache



Mayor forges ahead with plan to clean up London air



WHILE the UK faces a potential financial shortfall due to the rise of the electric car, London is ploughing ahead to become the leading European city for ultra-low emissions.

The London Mayor announced £65million for zero-emission-capable taxis as well as grants for decommissioning black cabs more than 10 years old. It'll be followed by an expansion of 150 rapid charging points in the capital by 2018.

London Fire Brigade has also invested £600,000 to replace 57 engines with hybrid-electrics by 2016. Transport for London will have 300 zero-emission single-decker buses on the streets by 2020, too.

Mayor Boris Johnson also reconfirmed that ultra-low-emissions vehicles will continue to get a discount on the congestion charge.

CLEAN UP

London is ploughing cash into schemes that will help to purify its atmosphere

news in brief



Borgward back with SUV for Frankfurt

HISTORIC German brand Borgward is back, with an all-new SUV set to appear at next month's Frankfurt Motor Show.

The new model (seen testing above) is tasked with relaunching the forgotten company across Europe after it went out of business over five years ago. Plans to revive Borgward were first confirmed at the Geneva Motor Show in March, and the company will be headed by the grandson of the original founder. It's targeting 800,000 sales a year by 2020.

Retro solution to hi-tech car crime

STEERING locks are making a comeback as a DIY solution to keyless car theft.

Figures from UK distributor Saxon Brands show that orders for steering locks have surpassed the whole of 2014 inside the first six months of this year. Theft of expensive models like Range Rovers and BMWs has risen in the past few years as criminals hack into the car using devices bought online. To prevent this, owners are turning to locks, which were popular in the eighties and nineties.

New C-Class Coupé spied on road



SPIED

SHAPING UP

Nose is near-identical to the C-Class saloon's, while disguise can't hide the sloping roofline



Automeia

MERCEDES' new C-Class is about to get a whole lot more desirable, if these spy shots of the sleeky coupé are anything to go by.

It's no secret that Mercedes has been working on a BMW 4 Series rival, but these pictures show it with less disguise than ever. The nose will be familiar to owners of the latest C-Class saloon, but the bonnet

appears elongated and the lights have been stretched back. Everything changes from the windscreen rearwards, with steeply raked glass giving way to a lower, sloping roofline.

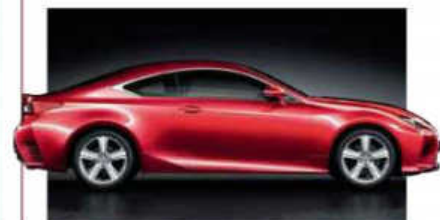
And despite the heavy camouflage at the rear, you can see the same horizontal lines as on the S-Class Coupé, adding width to the shape. The new C-Class Coupé is expected

to debut at next month's Frankfurt Motor Show, and go on sale towards the end of the year, with a Cabriolet following in 2016. Both cars will share petrol and diesel turbo engines with the saloon and Estate. AMG-Sport and full-fat Mercedes-AMG models are expected later, with the latter using the C 63 saloon's 4.0-litre twin-turbo V8.

Lexus launches new four-cylinder coupé

LEXUS has revealed a new four-cylinder RC coupé. The RC 200t (below) will sit alongside the V8 RC F in the range, and feature a 2.0-litre turbo petrol engine with 241bhp and 350Nm of torque.

It gives 0-62mph in 7.5 seconds and a top speed of 143mph. Lexus claims the car emits 166g/km of CO₂. UK pricing is yet to be announced, but it'll go on sale at the end of the year after debuting at next month's Frankfurt Motor Show.





Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) - 45.6 (6.2), Extra Urban 40.4 (7.9) - 52.3 (5.4), Combined 35.3 (8.0) - 43.5 (6.1).



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Blast-off in 592bhp Juke th

■ Crossover goes power crazy
■ V6 engine delivers 592bhp

Jonathan Burn
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AE A COMPACT crossover with a supercar spec sheet may sound like something destined for a motor show stand, but Nissan has experience when it comes to such fantasies. Back in 2011, it transplanted the 485bhp engine from a GT-R into a Juke. Now there's an updated version based on the recently facelifted crossover – and we've experienced it from behind the wheel.

It's now called Juke-R 2.0, and the GT-R's 3.8-litre twin-turbo V6 remains under your right foot, the seven-speed dual clutch box at your fingertips and the sophisticated four-wheel-drive system beneath you. What's new is the extra dose of power Nissan has extracted from the engine. Power from the 3.8-litre twin-turbo is up from 485bhp to 592bhp, making it a match for Nissan's ultimate roadgoing machine, the GT-R Nismo.

Clamber over the roll cage, sink into the Alcantara-trimmed bucket seats, buckle up the four-point harness and you're ready to go. There's limited adjustability in the driving position so you sit long-legged and arms outstretched, with the GT-R cabin architecture but stubby bonnet and high roofline adding to the alien

"Juke is remarkably accessible, but straight-line pace is so fast it's almost comical"



Essentials

Nissan Juke-R 2.0

Price:	£400,000 (est)
Engine:	3.8-litre twin turbo V6
Power/torque:	592bhp/652Nm
Transmission:	Seven speed auto, four wheel drive
0-62mph:	2.9 seconds (est)
Top speed:	200mph (est)
Economy:	24mpg (est)
CO₂:	275g/km (est)

ON SALE Now



Beefed-up body is a statement of intent

environment. The engine fires to a metallic and fizzy idle, and we roll down the pitlane at Silverstone's Stowe circuit on to the track.

Despite the beefier front bumper, more bulbous rear end and overall aggression of the Juke-R 2.0, it's remarkably accessible. Straight-line speed is so fast it's almost comical, with Nissan claiming 0-62mph in around 2.9 seconds – almost a one-second improvement over the first Juke-R and a tenth of a second faster than the new Ferrari 488 Spider. The acceleration is relentless and

Roadside eye test law a success

MORE than 600 drivers have had their licences revoked under new laws after failing roadside eye tests.

The legislation, called Cassie's Law, came into force in 2013 and allows police and the DVLA to act more quickly to revoke a licence following a failed roadside test.

Cassie's Law was introduced after Cassie McCord, 16, died in 2011 from serious head injuries after 87-year-old Colin Horsfall lost control of his vehicle in Colchester, Essex. Horsfall had failed a roadside eye test days before the incident, but DVLA and police delays meant his licence wasn't revoked.

Figures released under the Freedom of Information Act show that, since the law was introduced, UK police have applied 631 times to remove a licence after a failed roadside eye test and the DVLA has subsequently revoked 609 licences.



Law helps police and DVLA to get drivers off the road quickly after failed eye tests



■ £1,000 LICENCE PURGE

UK drivers face a fine of up to £1,000 under new single licence rules.

The DVLA already prohibits motorists from applying for a second licence in the UK, but until now it was possible to hold a second EU licence.

The new EU directive has now been introduced to close the loophole and stop people holding multiple licences across the continent.

It's hoped the move will prevent drivers from "totting up" points and sharing them across licences to avoid picking up a ban.

mat outpaces Ferrari

Fearsome acceleration is complemented by superb grip and agility



Our man Burn takes Juke-R to the limit; cabin will be familiar to GT-R owners



gearchange ferocious as you tear through the rev range, pulling the right paddle as the rev counter closes in on 7,000rpm.

Stamp on the brakes and the Juke squirms and wiggles before you turn. Carry too much speed and you'll be welcomed by speed-sapping understeer, but a lift of the throttle will see it neutralise as the wide rubber bites into the tarmac. Loosen the reins on the stability control by flicking it into R mode and you can feel the Juke moving around beneath you, not so much

that it becomes intimidating but enough to let you know where the limit lies. The added width to the front and rear tracks provides astonishing levels of grip and high-speed stability, but the shorter wheelbase gives the car a far greater level of agility than its stocky proportions would lead you to believe.

Even better, the Juke-R is completely road-legal, and Nissan may even sell you one. Two versions of the original Juke-R were sold for upwards of £400,000 and the firm has no objections to making a few more.

Auto Express Verdict

THIS is one of those rare occurrences where the reins on a manufacturer's imagination are slackened and engineering prowess and creativity are allowed to shine. What started out as a marketing exercise is now built to order for those with deep enough pockets. If it's ultimate exclusivity you're seeking, there's nothing else like it.



BIG HITTERS
UK-bound Ford Mustang and GT have sparked massive interest from British fans



Fans clamour for Mustang and GT

FORD'S new high-performance stars are proving a big hit with potential buyers. The Mustang arrives in the UK later this year, with the GT supercar set to debut in 2016, and interest in both is huge.

Anyone who places an order now for the Mustang faces a year-long wait for delivery, while the GT already has 107

expressions of interest, despite the fact only a handful could come to the UK.

"We are already well oversubscribed for the GT," new Ford UK boss Andy Barratt told Auto Express. Only 250 will be made a year, and a production run of three to four years is predicted. Given that only 28 of the 4,000 GT models of 2005/2006 came

here, a Ford insider suggested that less than 10 British buyers will strike it lucky, although Barratt is pushing for as big an allocation as possible to reflect the fact the UK takes seven per cent of global sales.

A total of 1,800 Mustangs a year will make it to the UK, with the first models scheduled to arrive in early autumn.



Video watch

AN alternative 4WD track battle, plus the Land Rover Defender meets its ancestors – that's all at autoexpress.co.uk/videos.

Tesla Model S P85D vs RS7 vs Alpina D3



THE Tesla Model S P85D is a mental powerhouse of an electric car, serving up a colossal 691bhp. But can it beat two more conventional performance rivals around our circuit: an Audi RS7, with its twin-turbo petrol V8, and the BMW X3-based Alpina XD3 SUV, powered by a torquey 3.0-litre diesel engine? Yes, it's a question nobody asked, but the answer is really interesting...

Special Defender in history lesson



AFTER over 60 years, production of the original Land Rover, now called the Defender, is about to cease. And to celebrate, the brand's launched Adventure (Page 36), Heritage and Autobiography specials. We headed to Islay in the Hebrides to rate the Heritage against its ancestors and see how much the 4x4 has changed.

You can watch any of our videos on your phone. Simply scan this QR code.





Dan was mystified about why his brand new Fiesta kept refusing to start



New Fiesta crippled by Bluetooth battery drain

■ **CASE STUDY** Mystery starting problem on 64-reg Fiesta finally diagnosed, but Ford gets repair wrong

AE Cat Dow

AS more and more new cars come with smartphone integration, it's inevitable that problems will crop up. Question is, when things go wrong – but don't render the car undrivable – what action can you take?

Dan Archer, from Peckham, south-east London, asked exactly this after software issues caused eight roadside assistance call-outs in seven months.

Dan had got a great deal on his new 1.0-litre Ford Fiesta in October 2014, but within days, he'd started to experience issues with the car starting. In one instance, the Fiesta failed to fire at the airport, forcing him to take an expensive taxi ride home.

After several AA visits and trips to dealers, the fault was diagnosed as a flat battery – yet the cause remained a mystery.

That was until January, when Ford got in touch with Dan with a solution. It said it was an issue where the Bluetooth system would not disable when the engine was switched off. So, when stationary, the Fiesta was still searching for a Bluetooth device to connect to – causing the battery to run flat.

Ford's fix was a free-of-charge software update. It admitted the same issue had affected a number of Fiestas sold last year. A spokeswoman said: "Unfortunately, in the case of Mr Archer's vehicle, an incorrect

CALL KO
Even when Dan disconnected his phone, car kept searching via Bluetooth, and this wore battery down



"Ford told Dan it was an issue where the Bluetooth wouldn't disable when the engine was switched off"

symptom code was selected that meant the corrective calibration for the fault the customer experienced was not uploaded to his car and he experienced a repeat."

Ford offered £50 as a goodwill gesture, but Dan wasn't impressed. He felt he should have been entitled to more given he'd been

paying monthly instalments to Ford Credit for an inconsistent car. He wasn't convinced it was finally repaired now, either, and wasn't willing to take the chance of being stranded again. "I just don't have any confidence in the car," he said. "Ford's offered vouchers, but the way I bought the car means I won't be keeping it long enough to use them."

Dan has now decided to trade in his Fiesta for a new one, and after we spoke to Ford, it budged on its goodwill offer. It's now set to pay £500, which Dan will put towards his new model. A Ford spokeswoman said: "We extended a goodwill gesture to Mr Archer in apology for the inconvenience caused."



Joe Finnerty

Hi-tech safety kit's welcome, but is it starting to become a distraction at the wheel?

AE HOW far can in-car tech go before the advancements become classed as distractions and are put in the same category as using a mobile phone behind the wheel?

It's widely accepted that using any sort of tech – even built-in sat-navs, sound systems or climate control dials that have been around for years – can distract you from the road, but it's still legal to operate them while driving.

What of the next generation of in-car tech then? Jaguar Land Rover and MINI are just two manufacturers at the forefront of new tech in the shape of augmented reality. Goggles that make doors see-through so you don't scratch your alloys on the kerb and head-up display set-ups that show the nearest parking space or potholes ahead are all in the prototype phase. Yet are they safe?

Sure, this tech is designed to help drivers, but the latest research from the University of Toronto suggests it may be counter-productive to road safety.

The study found augmented reality head-up displays (AR-HUDs) can compromise attention to the road as drivers focus on the visuals instead.

The problem was worse in difficult driving situations with motorists waiting for assistance from the AR-HUD rather than reacting to the danger themselves.

These systems, just like self-park, lane departure and autonomous emergency braking, are stepping stones to driverless cars, but we're not there yet. And, more importantly, humans aren't robots. They don't have a processor or hard drive that can be upgraded to cater for more tech.

We must keep driving simple – and thus safe – ahead of futuristic goals.

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"Tech is designed to help drivers, but latest research suggests it may affect road safety"

UK drivers still pay more for diesel than those on Continent



Diesel prices drop, but still aren't low enough

■ Wholesale price shows diesel could still be cheaper at pumps

AE Joe Finnerty

DIESEL prices have fallen below petrol for the first time in 10 years in the UK, but wholesale trends suggest there's still more to come.

Supermarkets slashed forecourt prices by 2p-a-litre last week as the wholesale diesel price continued to plummet due to increased supply and reduced demand.

There's been a diesel disparity in the UK since April, with petrol stations charging up to 6p more for diesel even though wholesale prices have been cheaper than for petrol.

Now, the price gap's been closed, but further figures highlight diesel should still be 3p to 4p cheaper.

The UK also pays a premium compared to the rest of the EU. AA figures, taken from the EU oil bulletin, show diesel is 10 per cent cheaper than petrol before tax in countries like France, Germany and Denmark. Here, the pre-tax costs have fallen four per cent higher.

In fact, average pump prices on the continent are just £1 a litre – 17p below the current UK average.

Edmund King, AA president, said: "UK drivers on European roads this summer will discover a whole new world of transparent pricing at the pump."

"Most importantly, ordinary diesel car owners will see just how much they are being exploited and ripped off by a UK fuel industry that thinks it's acceptable to manipulate the prices these drivers pay."



INSURANCE INSIDER

Graeme Trudgill
Executive Director at British Insurance Brokers' Association
(www.biba.org.uk)

■ THE summer holidays are upon us and if you're brave enough to take on the infamous 'Operation Stack' and the 'Calais Challenge', or are heading abroad in your car from another port, the key thing to check is: does my insurance apply overseas to the same level as in the UK?

A policy will automatically provide cover in EU countries that meet their minimum legal requirements, but these levels may be lower than in the UK and may not cover you for theft or damage.

Some insurers will ask you to pay a premium for your comprehensive cover to apply overseas; others include it for free. If you're a regular traveller, contact your broker to find the best cover for you.

Other insurers require you to tell them in advance about any overseas trip. If you don't and you have an accident, you might have less cover than you need. When you first buy a policy, ask if you have an EU certificate and if you need to inform the provider of European journeys.

If you don't have an EU certificate, or are travelling outside Europe, you'll need to get a Green Card. This will provide evidence that your policy meets the legal requirements in the country you're visiting. Having the right insurance will give you peace of mind to enjoy your trip.

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems

Financial Ombudsman:
0800 023 4567
Safety concerns/recalls
Vehicle and Operator Services Agency (VOSA):
0117 954 3300



Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC New Audi A4 driven

FROM: Andre THE key element with the new Audi A4 is the softer suspension. To me this was the only real issue with the old one. I'm confident the softer set-up will power the A4 to the top of the class. It'll be interesting to see whether the new A5 receives a similar treatment.

FROM: Springfan THERE may be more stylish cars, such as the new Alfa Giulia, but I doubt they're as well engineered. While many complain about the looks, I think the new A4 is a breath of fresh air from the old one. I for one will be scribbling in the order forms.



BIG HIT

We drove pre-production A4 in Issue 1,381, and it really impressed on the road

Join the debate at www.autoexpress.co.uk

■ "A car that can charge your phone wirelessly, has a Wi-Fi hotspot and a 190bhp diesel. Sounds sweet." **Boyan Marinov**

■ "I think Audi is playing it too safe with the A4. The design is too bland and cannot compete with the new Alfa Giulia." **Boulle**

■ "Not a fan of the headlights on the new A4. The LED element is fine, but why include that corner in the housing?" **Andrej**

Alfa Giulia is more attractive than BMWs

FROM: A.I. Marshall THE new Alfa Giulia looks nothing like a "typical German offering", as suggested in Hot Topic (Issue 1,379). I'm on my fourth BMW and none of them has ever looked as pretty as the Giulia. I suggest a visit to the opticians before criticising the Alfa any further.

Indicating is a lost art among drivers

FROM: Douglas Schwab AS Julian Goodman writes in Issue 1,378, indicating is a rarity on the roads. This may be because drivers have no idea what they are planning to do. Perhaps sat-navs could incorporate an 'Indicate Now' function as part of their directions.

Tablet screens a lazy addition to new cars

FROM: Keith Gibbins WHY do all car designers appear to jump on the Apple bandwagon? Gluing an iPad-style screen to the dashboard is not trendy. It just looks like they forgot to include an infotainment system. I prefer the smoother integrated set-ups that car manufacturers used before.

Fiat shouldn't change winning retro formula

FROM: Vince Orchiston IN Issue 1,378, you criticise the conservatism of the new Fiat 500. To me, the Fiat 500 is supposed to be a modern interpretation of the original, which I think the company has got spot-on. Fiddle with the 500 too much and it could lose its retro charm – a reason why many bought it to start with.

Useful Contacts



50 NOT OUT FOR THE BACKBONE OF

As Ford's Transit celebrates its 50th birthday, we look at how it's evolved into a van legend – and meet some of the people behind it from the start



Joe Finnerty

Joe_Finnerty@dennis.co.uk
@AE_Consumer

AE THE UK has had its fair share of vehicles that deserve a place in motoring history, but few have had the same impact on the world as the Ford Transit.

Surely no one could have predicted the longevity and success of a vehicle that first rolled off the production line on 9 August 1965? Since then, eight million Transits have been sold worldwide and the range has been expanded to encompass four models.

The Courier, Connect, Custom and Transit now make up the small-to-big van line-up with 600,000 a year built worldwide. It's a far cry from the early days.

Auto Express met two of the workers who played a vital role in the development and production of the Mk1 Transit to find out its story – right from its birth as Project Redcap.

Brian Eckersley, now 78, worked in product planning and met Peter Best, 77, on the first day at the Transit

“They showed us the first clay model of the new van, and I thought it was quite an ugly-looking thing”

BRIAN ECKERSLEY Transit product planner



Mike Ballie

Brian (left) and Peter tell our man about Transit's birth

office back in 1964. The pair, who are still close friends today, were part of the team run by Ed Baumgartner, the man generally recognised as the godfather of the Transit. He was responsible for keeping the project on track until launch, and so Brian and Peter were tasked with keeping an eye on a huge red book that listed all the parts and costs so they could guarantee the new project would be on time and on budget.

Of course, it wasn't all plain sailing. Brian recalls: “They showed

TIME TRAVEL WE DRIVE TRANSIT GENERATIONS

WHAT better way to mark the legendary Transit's golden anniversary than drive examples from down the years? Auto Express headed to Dunton Technical Centre in Essex – home of the Transit – to test the oldest, craziest and latest vans Ford has produced.

Our journey started with the 1965 version, which had no seatbelts, vague steering and non-existent brakes. The gearshift wasn't easy, either. Still, it was hard not to fall in love with it – which we also did with the Mk2. Both whetted our appetite for something more radical, and it came in the rally version.

The three-point safety harness, bucket seats, hi-tech dash and full-on Colin McRae Martini Racing livery certainly enhanced the driving experience.

We also tried out the newest Transit and its Courier brother – and the difference between these and the early vans is stunning.

Our quick blast through Transit history shows the 50 years have been well spent by the 4,000-strong team of Ford designers, engineers and technicians now working at Dunton.





(From left) Peter Best joined Ford in 1964, and worked on original Transit. Peter Lee made gearboxes for Mk1 from 1969-71. Brian Eckersley was a product planner on the original, like Peter Best

BRITAIN



1965 TRANSIT MK1

Earliest Transit had vague brakes and not much safety kit, but even now retains a certain charm



2000 RALLY TRANSIT

This was one of the hi-tech vans the Ford World Rally team used to chase Colin McRae's Focus from stage to stage in 2000



2015 TRANSIT

White van man has things easy these days, with latest model featuring luxurious seating, air-con and vast cargo area



us the first clay model and I thought it was quite an ugly-looking thing. It was in dark green and looked like something from the US Air Force."

Fortunately, the design of the van evolved – as did the Project Redcap name. The new model was due to replace the outgoing Thames vans. A naming convention had been established with the Ford D Series trucks

already on sale, so Ford's UK arm decided to call the new model the V Series. That was until a visit from the then-new Ford managing director, William Batty, just before the van's launch.

Batty arrived in the UK and requested he drive the new V Series and its German twin – the Taunus Transit. Internally, the two vans were worlds apart because the

UK and German supply chains were totally different, but they were virtually identical on the outside.

Brian says: "Bill Batty asked me 'why the different names for what are, in essence, identical products?' and told me it was a ridiculous state of affairs.

"He said 'we've got a wonderful name synonymous with transport. Why are we not using it?'. He decided



Wide range of conversions extends to the bar in the back of one of Peter Lee's collection of 13 Transits

there and then that he wanted the Transit name to be used in the UK." It was a wise decision.

So the famous name was born – but the troubles didn't end there. The release date for the Transit had to be held back to wait for the Ford Corsair to hit the market. Brian reveals: "The Corsair had the same engine as the Transit and we didn't want the Corsair to be known as having the same engine as a van. Instead the Transit could be billed as having the same engine as a car."

When the Transit finally made it on to the road, it cost just £540, and success was almost immediate. Around 100,000 were built in 1965 and it started to give competitors a hard time straight away. "At the start I was surprised by its success," admits Brian, "but when the orders came in you could see it was taking off. Even in Germany sales rocketed and the biggest competitor sales suddenly dropped off."

The Transit continued to boom and evolve, with each facelift and model change moving the van on each time (see panel, Page 27). A long-wheelbase version soon joined after a Ford boss requested a longer load bed to help carry his collection of antique carriage clocks.

Brian recalls a tale from the time before the LWB. The shorter van was lined up to carry the coffin of distinguished French war general Charles de Gaulle before his funeral. De Gaulle was so tall that his coffin barely fit into the load area. The longer model couldn't come soon enough.

While the coffin of de Gaulle might be one of the more unusual things to fill a Transit, there's no doubt its huge size has been vital to its success, with the van helping to shift people, possessions and everything in between. Rather more infamously the Mk1 was the chosen vehicle



HOW TRANSIT'S BECOME A COLLECTOR'S ITEM

THE current Transit Van Club was started 10 years ago, and founder member Peter Lee is the driving force behind all things Transit-related.

Peter worked on the original van, making gearboxes in the late sixties, and since then he's been intrinsically linked to the Ford. He explains: "Originally, if a Transit was damaged during production it would be sold, and I bought one of these and repaired it."

"I was a hippy so I took it to Spain and lived out of the back of it for 13 years in a commune. I became Mr Transit because the people we lived with stuck stickers all over it."

When Peter returned home he took his stickers off and saved them – that turned into a collection. "I've now got about 25,000 items and 13 Transits," he says.

Most are personalised, including one that is kitted out with a full bar in the rear. However, his favourite is the original. Peter explains: "It's nostalgic because I worked on it. The changes now are amazing. It's like the difference between a spoon and a rocketship; there's simply no comparison."

"Originally it was a brick and you paid for extras like seatbelts. Now a van has everything – even Bluetooth."

Prices have rocketed, too. When Peter started the club, classic Transits sold for £1,000; now that's closer to £25,000. "We're seeing a high standard of classics coming into the club – we've got 1,500 members now," he says. You can find out more at transitvanclub.co.uk.



"The changes to Transits now are amazing. It's like the difference between a spoon and a rocketship; there's no comparison"

PETER LEE Transit Van Club founder

"We knew more about the Transit than anyone, and when you see how far they've come on, it's great. I feel quite humble" **BRIAN ECKERSLEY** Transit product planner



Peter Lee is the founder of the Transit Van Club, and says he has a soft spot for the original

for bank robbers and other criminals who found themselves in need of large, quick transport.

Just as the shape and design has changed, so has the performance. The load bay volume is now 15.1m³ – up from 7.4m³ in the original. Power output has almost quadrupled and payload weight is up by half a tonne.

It's now the backbone of British business. The name Transit is synonymous with any large van and the white colour gave birth to the "white van man" tag. Some believe white was chosen to make it stand out, but that's not that case. It was picked to keep drivers cool in the absence of air-conditioning. Arthur Molyneux, a colleague of Peter and Brian, found that white vans were cooler in the sun.

Arthur, Peter and Brian epitomise the working man image of the Transit. A full 50 years after overseeing the birth of the Transit, Brian sums up the journey, telling us: "We knew more about the vehicle than anybody else and when you see them today, and how far they have come on, it's great. I feel quite humble."



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“Bloodhound staff teach basics, then students make their own rocket. We were technical consultant for Bolaji and Dean, both aged 14”

INDIVIDUAL

Once they'd decided on the aerodynamic design of their cars, youngsters got to add some finishing touches



ROCKET SCIENCE

We join teenagers learning basics of Bloodhound land speed record bid in miniature in a project inspiring next generation of engineers



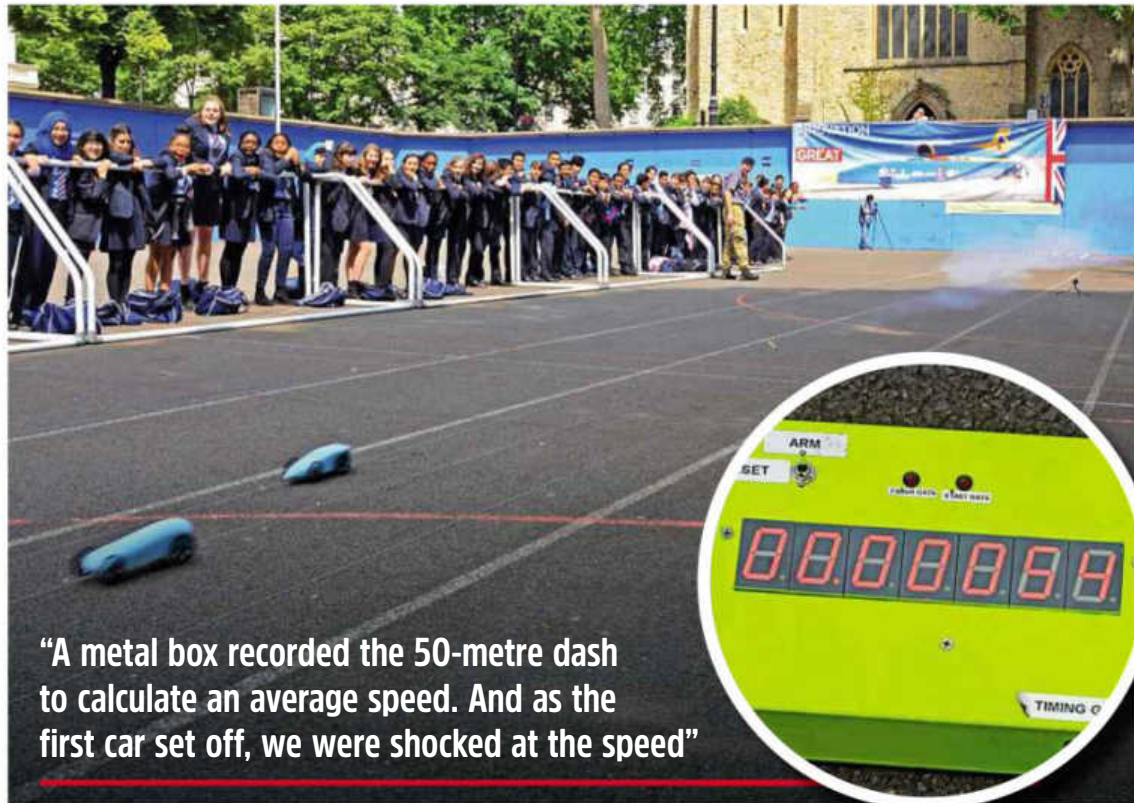
Martin Saarinen
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@AE_Consumer

AE “THE car looks good, the lines are smooth and it may just do it.” Those were the words of Mark Chapman, chief engineer of the 1,000mph Bloodhound SSC project, as he inspected our design. He wasn't referring to the monster machine powering Andy Green to his supersonic debut, but our own attempt to break the land speed record.

Auto Express joined Bloodhound at Pimlico Academy in London for the inaugural category B model rocket car challenge – for rocket-propelled cars with a blast equivalent to 2.5 Newton seconds – where a new land speed record would be set. We were also keen to see how it's inspiring students worldwide to pursue STEM (Science, Technology, Engineering and Mathematics) subjects. The aim of the



Derek Goard



"A metal box recorded the 50-metre dash to calculate an average speed. And as the first car set off, we were shocked at the speed"



Reporter Saarinen shows off rocket car he helped shape; Bloodhound team member gets ready to fire contenders

Student eyeing sound barrier

BLOODHOUND isn't the only British outfit eyeing the sound barrier; university students are at it as well.

Samvir Thandi, 19, a first-year undergraduate at the University of Southampton, broke 200mph in a similar rocket car challenge – and is now targeting the sound barrier (at 761mph) with his model rocket before Bloodhound's 1,000mph bid in South Africa.

He said: "In terms of engineering, it's very different. So it requires a new way of thinking."

Samvir is using his aerospace engineering degree to custom-build his model rocket car. He added: "This is unknown territory; it's very rapid and spontaneous."



SAMVIR THANDI
Engineering student

challenge is for students to build a chassis out of identical materials, strap different tiers of rockets to it and race for the record books – a low-key version of Chapman and co's attempt. So far, the programme has been a huge hit, with thousands of students taking part, and it's easy to see why.

The day started with Bloodhound staff teaching the basics of rocket building, before the students make their own. They were given identical pieces of blue Styrofoam, straws, wheels and some carving tools. As 'technical consultants', we joined Pimlico Academy's Bolaji Omisore and Dean Yang, both 14.

Dean and Bolaji opted for a sleek design with a narrow front to cancel out any steering issues. Weight was reduced as much as they dared. Chapman advised: "The trick is to find the right balance between strength and lightness." Our model also featured air channels to reduce air resistance – after all, the less surface area, the less drag and ultimately more speed. Perfect. But the schoolchildren were typically

self-assured, and lunch money became the currency of confidence – bets were placed before a wheel had turned.

The race followed Guinness World Records guidelines; the rocket cars were attached to metal lines running from one end of the track to the other, and stopped by foam padding. A metal box with copper wires in the middle recorded the 50-metre dash to give an average speed. To meet land speed record rules, each car has to be raced in each direction to generate an average that's used as the potential world record.

As the first car set off, we were shocked at the speed. They might be Styrofoam and straws, but they took off like real rockets, reaching 50mph in a split second. As each car was run, the differences in performance – all down to the students' aerodynamic designs – was remarkable.

Dominating the competition were the thinnest cars with the smallest surface area, and the Auto Express model was headed the 20-strong field. We hit an average top speed of

54.96mph – impressive but ultimately disappointing as the winning team of 14-year-olds Kai Capidore and George Robson set the record at 55.97mph with a lightweight streamline design characterised by a Bloodhound-like fin.

While we missed the record book by a few digits (we'll be back next year!), breaking it was never the full intention. The challenge is about creating an "attitude of innovation". And it's working – many of the youngsters were staying after hours to brainstorm new ideas and make the cars faster.

This excitement isn't temporary, either. Universities across the country are reporting increases in engineering applications, citing the Bloodhound project for turning engineering from what's perceived to be a dull subject to what it really is: the stuff that turns science into practicality.

So, while Bloodhound is unlikely to come knocking on our doors for technical advice, we might just have been working alongside the next crop of Adrian Neweys.



Cross Country rides well, and new 2.0-litre diesel is impressively quiet



Volvo S60 Cross Country

FIRST DRIVE Does anyone need an executive saloon with off-road ability? We find out



James Batchelor

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AE COUPÉ-SUVs, four-door coupés, performance crossovers – there are plenty of niches these days, but Volvo has managed to find another. Meet the S60 Cross Country – a car that's supposed to blend the style of an executive saloon with the go-anywhere appeal of an off-roader.

The S60 Cross Country is the only saloon crossover on the market just now, but Volvo isn't the first to pull this trick. American car firm AMC revealed its Eagle in the seventies and Subaru had a strong reputation for four-wheel-drive saloons with raised ground clearances in the nineties.

The S60 Cross Country sits 65mm higher than the regular saloon on taller, but entirely conventional, suspension; there's no trick set-up with configurable off-road modes here. It also has a honeycomb grille pinched from the smaller V40 Cross

Country, a lower front grille, silver-coloured scuff plate and dark grey trim, which also incorporates the daytime running lights.

Along the sides there are plastic wheelarch extensions and side scuff plates, and the window surround is finished in gloss black, as are the door mirrors. At the back, Cross Country branding on the bumper, a silver scuff plate and two-tone 18-inch alloys complete the makeover.

It might sound like a bit of a mish-mash, but Volvo has pulled it off. As the S60's sloping roofline, swoopy front and blunt back-end have been left untouched, the Cross Country could almost be confused for a coupé-SUV such as the BMW X4.

You won't confuse the interior with anything other than that of a Volvo S60,

though. Apart from the leather seats with contrasting copper stitching, it's been lifted straight from the standard saloon, so you face a well made dashboard with Volvo's smart TFT instrument cluster and the usual button-heavy floating centre console.

You sit in super-comfy electrically adjustable seats, and it's easy to find the perfect driving position because there's loads of seat and steering wheel adjustment. The Cross Country also gets Volvo's Sensus infotainment system and loads of safety kit, including City Safety autonomous braking.

As with all other S60s, the cabin is pretty snug, especially in the rear. Space is certainly tighter than it is in other premium saloons such as the BMW 3 Series, and the

"The extra height and tyres with deep sidewalls give the Cross Country an excellent ride quality"



Even average-sized adults will find the rear seats cramped

36 SPECIAL DEFENDER
Adventure Edition takes Land Rover's old stager out in style.

38 POLO BLUEMOTION
VW eco baby has petrol power for first time, and it promises 70mpg.

42 TOYOTA AVENSIS
Major revamp and new engine give saloon a boost in desirability.

43 MAZDA CX-3 AUTO
Is the CX-3 still just as good when you don't have to change gear?



Caption to go in space here please
Caption to go in space here please



Cross Country dashboard features Volvo's familiar TFT instruments, plus the smart but overly complicated centre console



boot's 380-litre capacity is a full 100 litres short of the BMW's.

The S60 Cross Country can be ordered with all-wheel drive – opt for this and you'll get Volvo's throaty 188bhp five-cylinder 2.4-litre diesel under the bonnet and a six-speed automatic gearbox. However, it'll be costly to run with CO₂ emissions of 149g/km and official fuel consumption of 49.6mpg.

We drove the front-wheel-drive version with Volvo's new 2.0-litre, four-cylinder diesel engine and a six-speed manual box. With CO₂ emissions of just 111g/km and 67.3mpg it'll be far kinder to your pocket.

The 188bhp 2.0 model gets from 0-60mph in 7.4 seconds, but it never feels that quick. You have to stir the six-speed box a lot to make decent progress, but the cabin is nicely isolated from engine noise. In fact, the sound insulation is just the start of the refined, cossetting driving experience, because the extra ride height

and 18-inch alloys wrapped in deep sidewalled rubber give an excellent ride. It's a welcome transformation from the slightly brittle standard S60. Turn into a corner and the well weighted but ultimately numb steering remains, and the jacked-up S60 doesn't roll as much as you'd expect – body control is well checked.

Key markets for the Cross Country are set to be India and South America, where extra ground clearance is vital given the atrocious road surfaces.

However, Volvo is fully aware that the idea of a jacked-up saloon car doesn't hold quite the same appeal in the UK, which is why it's expecting to shift just 100 units a year over here. Most buyers are expected to spend an extra £1,300 for the more versatile estate version, the V60 Cross Country. That would be our choice, too, but if you want to stand out from the crowd, the S60 Cross Country is currently one of a kind.

Essentials

Volvo S60 Cross Country 2.0 D4 Lux Nav

Price:	£33,695
Engine:	2.0-litre 4cyl turbodiesel
Power/torque:	188bhp/400Nm
Transmission:	Six-speed manual, front-wheel drive
0-60mph:	7.4 seconds
Top speed:	130mph
Economy:	67.3mpg
CO ₂ :	111g/km

ON SALE Now



STYLING Cross Country gets standard off-roader look with honeycomb grille, plastic body cladding and scuff plates. Ride height has been raised by 65mm



PRACTICALITY Lift the bootlid, and the Volvo's luggage capacity stands at 380 litres – that's 100 litres less than the four-door BMW 3 Series can muster. It's a decent, even-sided shape, however



Verdict

IS the four-door saloon crossover a niche too far? Volvo is hedging its bets, and predicts 100 sales a year. The S60 Cross Country looks much better in the metal than it does in the pictures, and it rides better than the standard saloon. Refinement is great, too. But we'd go for the more versatile V60 Cross Country all-wheel-drive version – its more practical body shape is more suited to the outdoor lifestyle its jacked-up stance promotes.



Essentials

Ford C-MAX 2.0 TDCi Titanium X

Price:	£24,895
Engine:	2.0-litre 4cyl turbodiesel
Power/torque:	148bhp/320Nm
Transmission:	Six-speed manual, front-wheel drive
0-62/top spd:	9.5 secs/127mph
Economy:	64.2mpg
CO₂:	114g/km

ON SALE Now



PRACTICALITY There's a 432-litre boot when all five seats are in use. They're easy to fold down and tumble forward, which increases the available load space to a vast 1,684 litres



Dashboard is stylish and much easier to use than the old car's



Ford C-

FIRST UK DRIVE Updated

Jonathan Burn
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@Jonathan_burn

AE THE rise of the crossover may be stealing sales from more conventional passenger cars, but people still love their MPVs. That's why Ford has overhauled its MPV range from head to toe, and the latest model to be given some tweaks is the Focus-based five-seat C-MAX.

Ford hasn't tampered with the recipe too much, but the addition of a whole heap of new safety tech will certainly catch the eye of those the car is aimed at.

The new C-MAX will appeal on a visual level, too, because Ford has given it a similar style to the larger S-MAX, complete with sharp bonnet creases, hexagonal grille and angular headlamps.

What has also always made the C-MAX stand out from the rest of the compact MPV crowd is the way it drives, because having the nimble Focus hatch as its basis gives the car a head start.

Line the two up side by side and you'll see that the C-MAX is 20mm

longer and 157mm taller. That higher centre of gravity adds a slight degree of roll when you take it through a corner, but the exceptional body control and supple damping help mask its larger proportions.

The steering is light enough to ensure city centre manoeuvring remains a breeze and it becomes direct and weighty at speed, so the C-MAX is agile and inspires confidence no matter what you're asking it to do.

There's a range of powertrains available, ranging from the 1.0-litre three-cylinder EcoBoost petrol engine up to a more fitting 161bhp 2.0-litre diesel. Our test model was powered by a 148bhp version of the 2.0-litre diesel paired with Ford's slick six-speed manual box. It returns official fuel economy of 64.2mpg and emits 114g/km of CO₂.

The C-MAX makes for a perfectly serene and comfortable way to get around with this engine and gearbox fitted. It will

sprint from 0-62mph in a respectable 9.5 seconds, while any gruff notes from the engine are well isolated from the cabin and wind noise is deflected by the new, sleeker A-pillars. Swapping cogs with the manual feels great, but if you prefer not to do it yourself then the six-speed PowerShift auto is well judged.

Ford has also tidied up the C-MAX's interior by redesigning the centre console and fitting a new eight-inch touchscreen.

The system is easy enough to use, but the positioning of the display between the air vents can make accessing some of the menus a bit of a fiddle.

Top-spec Titanium X models like our test car come with built-in satellite navigation and DAB radio. New tech such as Active City Stop, Pre-Collision Assist and Cross Traffic Alert will give parents peace of mind, while a grand full-length panoramic

"The addition of a whole heap of safety technology will catch the eyes of those the C-MAX is aimed at"

NEED TO KNOW

Ford now offers five MPVs – the B-MAX, C-MAX, Grand C-MAX, S-MAX and Galaxy. That's more than any other car maker





Latest C-MAX is comfortable and spacious, with a range of options to choose from. Drive when you want it to be here.

MAX

Performance

0-62mph/top speed
9.5 seconds/127mph



Running costs

64.2mpg (official)
£71 fill-up



Practicality

Boot (seats up/down)
432/1,684 litres



red family MPV offers more comfort and safety, while still being good to drive



roof floods the interior with light, further emphasising the feeling of roominess.

However, if your budget can only get you so far up the spec sheet, it's worth noting that all models come with alloy wheels, air-con, a heated windscreen and leather trimmed steering wheel as standard, so you shouldn't feel hard done by.

Arguably, what matters more to C-MAX buyers is space inside – and there's plenty of that. When all the seats are raised there's more than enough rear head and legroom for adults. The flat floor makes it comfortable for a centre rear seat occupant, too. The 432-litre boot swells to a maximum capacity of 1,684 litres when you drop the rear seats.

If space is paramount, however, for a further £1,470 you can have the Grand C-MAX. In this, the front and rear wheels are 140mm further apart, which gives enough space for a third row of seats. Space is tight back there, though, so the third row is suitable only for children.

Auto Express Verdict

YET again Ford has managed to deliver a car designed for those who need the added space and versatility of an MPV but who still have a car's style and driving experience somewhere on their list of priorities. There are flashes of the Focus hatchback in the way the C-MAX steers, which means that it holds its position as one of the very best MPVs to drive. The updates ensure that those on board are more comfortable and safer than ever before, too. Although an SUV is always going to be that bit more desirable than an MPV, the new, chiselled face gives the C-MAX real showroom appeal. The fact that it's now cheaper to keep on the road is a major bonus.





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AE THE Defender has come a long way since Rover engineering director Maurice Wilks scratched its profile in the sand at Red Wharf Bay in Anglesey, Wales. That was 68 years ago, and while it was originally conceived as a 'light tractor', it's become something of a fashion icon in recent years.

With production now winding down in preparation for an all-new Defender, due next year, Land Rover has released a trio of special editions to cash in on the outgoing car's enduring popularity. We tested the rough and ready Adventure Edition.

Underbody protection for the side sills and engine sump, a snorkel to maximise wading depth, heavily treaded Goodyear MT/R tyres and a 'Defender Expedition' roof rack (with a rear ladder to access it) mean you're not only prepared for whatever mother nature can throw at you, but it's a mean-looking machine.

Other design tweaks include a black bonnet, roof and rear door, along with black headlight surrounds, a blacked-out grille and black wheelarches. In contrast to the all-action exterior, the inside is neatly trimmed with seven leather seats, and more leather on the steering wheel, gearknob, handbrake, door panels and glovebox. It's no Range Rover, but you can tell Land Rover is a past master at plush cabins. The usual ergonomic problems remain, though, so your right arm is squashed against the door, and while the aftermarket Alpine stereo has Bluetooth connectivity, it's fiddly to use.

Zero adjustment for the steering wheel means you have little say in your driving position – it's high, upright and puts your nose close to the near-vertical windscreen. So, it all feels a little awkward at first, but get a few miles under your belt and you soon start to learn the Defender's quirks.

The steering is slow and heavy, so corners need to be taken cautiously, not just because the weight transfer is immense and obvious, but also because you need enough time to wind on and off the lock.

In a straight line, the 120bhp 2.2-litre diesel crashes up through the rev range with



Land Rover Defender Adventure Edition

FIRST DRIVE Rugged special is one of a trio marking end of production



It's old school to look at and drive, but that's key to Defender's enduring charm



Olis Clay

a hell of a din, although it's quick enough to get smartly off a slip road and up to speed with motorway traffic.

The clutch is heavy and the long gearlever needs a bit of muscle, yet that simply forces you to plan ahead for your changes and keeps you constantly involved in driving – a

far cry from the detached experience that's offered by many modern rivals.

Front-end response is hilariously slow, due to the squidgy off-road tyres. You turn the wheel, wait a few seconds, wait a few more, then the nose decides to follow your inputs. As we said, this is a car to be driven slowly and deliberately on the road – or with complete confidence off it.

"It all feels awkward at first, but after a few miles you learn the Defender's quirks"



Essentials

Land Rover Defender 110 Adventure Edition

Price:	£43,495
Engine:	2.2-litre 4cyl turbodiesel
Power/torque:	118bhp/360Nm
Transmission:	Six-speed manual, four-wheel drive
0-60mph:	14.7 seconds
Top speed:	90mph
Economy:	25.5mpg
CO₂:	295g/km

ON SALE Now



EQUIPMENT Smart cabin is a far cry from those in Defenders of old and includes leather upholstery on the seats, steering wheel and gearknob, as well as aluminium trim throughout



STYLING Huge off-road tyres, roof rack and underbody protection leave you in no doubt about this Defender's go-anywhere potential. It's a serious head-turner on the road as well



Verdict

THE fact that the Defender is still in production after all these years, and commanding these sort of prices, is a real achievement. This Adventure Edition might well be expensive, but if you have the cash and want a go-anywhere Defender with some creature comforts inside, it's tastefully done. The all-new model will undoubtedly be cleaner, faster and sharper to drive, but it'll have its work cut out to match the outgoing car's charms.



Toyota GT86 Cosworth

FIRST DRIVE British motorsport company ups the fun factor on Toyota coupé



Pete Gibson



NEED TO KNOW

Adding these parts will void the standard car's warranty, but Cosworth guarantees all of the components it's engineered



Sean Carson
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AE IF you fancy a hotter Toyota GT86, take note – thanks to motorsport specialist Cosworth, you can now bag one with a healthy 280bhp and 305Nm of torque. That's 83bhp and 100Nm more than standard. But does it release the rear-drive coupé's potential?

The engine runs what Cosworth calls the Stage 2.3 upgrade kit, which includes a supercharger, a high-flow air filter and intake, a new exhaust system and a race-spec ECU.

Out on the road, it's the torque you notice the most. There's more performance lower down compared to the standard car, but it's still not quite as you might expect. If you want the full hit, you still have to rev the 'boxer' engine to its raised 7,200rpm limit.

Keep your foot to the floor and it scorches through the gears, but as our test car wasn't fitted with the full exhaust (capping power at 260bhp), the engine still sounded coarse inside. Cosworth hasn't officially announced

any performance figures for its power pack, but says 0-62mph takes just under five seconds for the full fat car using the built-in launch control system. That's 2.6 seconds quicker than standard.

It's not just the GT86's engine that has been tweaked, either. Cosworth has equipped the car with new KW suspension, so it's even firmer and more focused. But the body control is good, with more power and an extra-responsive edge to the chassis.

While the standard car is fitted with the same tyres as the Prius hybrid, which means the chassis is playful but grip runs out quickly, here we have 18-inch lightweight alloys and fatter, grippier tyres. As a result it hangs on better through bends, while a brake upgrade from British manufacturer AP Racing means it stops well, too.

Inside, it's just as practical as the standard car, with the familiar roomy cabin and a decent sized boot. There is one rather large drawback to this car's upgrades, however. Cosworth breaks its enhancements down into stages, with Stage 1.0 the start, rising to 1.3, before Stage 2.0 adds the supercharger.

As a result prices can vary, but go for the full-on pack and it'll cost you £8,682 including VAT and fitting costs. Add that to the price of a new mid-spec GT86 and it'll set you back close to £35,000.



Essentials

Toyota GT86 Cosworth

Price:	£8,682 (plus original cost of car, excl fitting)
Engine:	2.0-litre 'boxer' flat-four, supercharged
Power/torque:	280bhp/305Nm
Transmission:	Six-speed manual, rear-wheel drive
0-62mph:	4.9 seconds (est)
Top speed:	140mph
Econ/CO₂:	36.2mpg/181g/km

ON SALE Now



WHEELS Upgrades include 18-inch lightweight alloys with grippier tyres. New suspension and supercharged engine are also part of the package



PRACTICALITY No change in practicality from the standard car, so there's the same 243-litre boot. Rear seats are for storage or small children



Verdict

THE upgrades from Cosworth unlock the inner potential of the GT86 that we've longed for since launch – but at a price. It's neither as aggressive nor raucous as you might think – instead the tweaks simply heighten the standard car's character. The Cosworth GT86 is undeniably fun, but at this level it pushes it close to the best in the business from Audi, BMW and Porsche.





Volkswagen Polo BlueMotion

FIRST DRIVE First-ever petrol version of eco baby promises nearly 70mpg and strong refinement



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AE IF there's one word that neatly encapsulates a supermini, it's versatility. Not only do these cars have to transport up to five people in relative comfort, but they also have to swallow plenty of luggage and be affordable to buy, all while using as little fuel as possible.

The Volkswagen Polo is a prime example of that versatility. The range is topped by a boisterous 189bhp GTI model and now tailed with the addition of a new fuel-sipping BlueMotion version.

It's new because this is the first time the Polo BlueMotion has been offered with a petrol engine. Under the bonnet sits a 1.0-litre three-cylinder turbo developing 94bhp – in fact, it's the same basic engine as you'll find in the dinky up! city car.

Clever packaging makes the engine incredibly compact, and the addition of a turbocharger now means it's incredibly

efficient. VW claims the Polo is capable of 68.9mpg and 94g/km of CO₂ – figures you wouldn't be disappointed by if extracted from a diesel. If you're particularly thrifty, a 91mpg-plus 1.4-litre diesel is on offer in the Polo – it's not a special eco model like this – but after trying the new 1.0-litre turbo, you'd need a good reason to overlook it.

For starters it's great value, so you're not paying a premium for its eco credentials, and in being a downsized three-cylinder petrol engine, it's flexible and refined right across the rev range. When you think you're in too high a gear, whether that's crawling through traffic in third or going for an overtake in fifth, a prod of the throttle will yield a notable surge in acceleration, bringing you up to speed with surprising urgency. What's missing is that low-end

surge of torque you get from the 1.4-litre diesel, but once beyond 1,750rpm the revs spin smoothly all the way to 7,000rpm, accompanied by a muted, sophisticated thrum from the three-cylinder engine.

It's the added layer of refinement that makes this new BlueMotion model the one to pick if you're the type of driver who likes to keep an eye on running costs. From start-up all the way to a motorway cruise, the BlueMotion never raises more than a whisper from the engine. It's remarkably quiet for such a small car, aided by the well suppressed wind noise and complete absence of tyre roar at speed.

Nearly 70mpg from a 1.0-litre turbo may appear to be another overly optimistic target from a manufacturer, but after 140 miles over a variety of roads, we managed just shy

"It's the added layer of refinement that makes this new petrol BlueMotion Polo the one to pick"



Performance

0-62mph/top speed
10.5 seconds/119mph

**Running costs**

68.9mpg (official)
£52 fill-up



Otis Clay

BlueMotion's 15-inch alloys feature high-profile tyres, which contribute to supple ride, and mean handling isn't exactly fun. But five-door gives easy access to spacious rear

**NEED TO KNOW**

Polo BlueMotion of old used a diesel to achieve high mpg and low CO₂. Now VW employs a smooth, punchy petrol turbo

Essentials**Volkswagen Polo BlueMotion**

Price: £14,730

Engine: 1.0-litre 3cyl turbo petrol

Power/torque: 94bhp/118Nm

Transmission: Five-speed manual, front-wheel drive

0-62mph: 10.5 seconds

Top speed: 119mph

Economy: 68.9mpg

CO₂: 94g/km

ON SALE Now

EQUIPMENT Unique styling sets the BlueMotion apart on the outside, but inside it's based on the S-spec car, so a colour touchscreen and air-con are standard. Sat-nav is an option



PRACTICALITY The eco model remains as practical as any other Polo. The 280-litre boot is wide and deep, and when you fold the rear seats flat, the capacity increases to 952 litres

**Verdict**

FITTING the Polo BlueMotion with a 1.0-litre turbo petrol instead of the gruff diesel was always going to result in a more flexible and well rounded package, but it's fair to say it's exceeded our expectations. It builds on the car's strengths of refinement and comfort, making it feel more like a smaller Golf than ever before. Excitement isn't high on its agenda, but few other superminis offer such a cossetting and refined driving experience allied to excellent build quality and a classy image.



on



Even though it's an eco model, Polo has the classy interior you expect from a VW

of 55mpg without any real effort. If you put your mind to it, that 70mpg target could be more achievable than you may think.

A standard five-speed gearbox may appear like a slight drawback, but the longer ratios ensure this car never feels like it's running out of steam – it'll comfortably sit at 70mph in fourth, such is the flexibility of the engine. And as ever, gearchanges are short and precise, while the steering is well weighted, consistent and accurate.

The car feels safe and solid rather than spirited, but it has a far more mature character than any of its rivals – never has the Polo felt more like a mini version of the Golf. You only have to travel 50 yards to notice the supple ride and the way it shrugs off imperfections like you'd expect from a model in the class above – largely helped by the smaller

15-inch alloy wheels, which come wrapped in deeper-sidewalled rubber.

Other visual changes to the BlueMotion are minor, but there are enough to mark you out as someone who prefers mpg to bhp. The blanked-off front grille, subtle aero bodykit and unique 15-inch alloys all help the Polo cut through the air as cleanly as possible.

There's nothing to mark it out once behind the wheel, but the BlueMotion is based on the S-spec Polo, so every model comes as standard with a multifunction leather steering wheel, DAB radio, air-con, a front centre armrest and cruise control. You also get a touchscreen infotainment system, which features a 'Think Blue' mode to train you to drive more economically.

Being a Polo, the newcomer is also immensely practical for such a small car. It's available as a three or five-door, and offers plenty of space for adults sitting in the back, while the 280-litre boot increases to 952 litres once you fold the rear bench.



Abarth 695 Biposto

FIRST DRIVE We see if pocket rocket still has fun factor with manual box

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AE WITH Abarth's version of the upcoming Fiat 124 Spider not arriving for at least another year, the 695 Biposto remains the hottest car to wear the scorpion badge.

In 2014, we drove the bonkers 695 fitted with every single extra from the options list, including the five-speed 'dog box' – an all-aluminium H-pattern gearbox, allowing brutal, clutchless changes, that's an £8,500 highlight on a car nudging £50,000. It made for a grin-inducing package, but can the standard car with a conventional five-speed manual gearbox replicate those thrills?

The first point to mention is that the Abarth 500's regular manual gearbox isn't the best in the business. While the dog box is positioned close to the floor, the standard version comes out of the dash just like in other Fiat 500 and Panda models. Plus, it doesn't have the same smooth operation as a six-speed you'd find in a MINI, with an annoying notchiness between ratios.

The thick, leather-wrapped gearlever doesn't feel that pleasant in the palm of your hand, either, but there's no doubting the fact that the standard set-up is far easier to live with than the dog box, which is only really suitable for track day enthusiasts.

On the road, the Biposto is compromised at best. Slide into the carbon-fibre-shelled Sabelt seats, clip together the four-point seatbelts (part of the £3,700 Track Kit) and turn the key, and you'll rocket down the road. The Biposto has the same 1.4-litre turbo as the 133bhp Abarth 500, yet with



Simple, stripped-out cabin and roll cage hint at Abarth 695 Biposto's racy potential



power tweaked to 187bhp and a weight of just 997kg (around 400kg less than other 500s), straight-line acceleration is startling. The 0-62mph sprint takes just 5.9 seconds.

Steering is meaty and accurate in bends, although the hydraulic shocks and racing springs give a bouncy ride. Undulations and potholes are dealt with fiercely with little respite, but find a smooth surface, and the Biposto handles like a tiny touring car. It's decked out like a racing car inside, too – a three-bar roll cage and Akrapovic sports exhaust are standard, and our test car turned things up a notch with a £3,700 Carbon Kit, which includes carbon-fibre dash and door cards.

However, with handling this good, the dog box is a must. Nobody will buy a 695 as an everyday runaround, so you might as well break the bank and have maximum fun.

Essentials

Abarth 695 Biposto

Price:	£33,055
Engine:	1.4-litre 4cyl turbo petrol
Power/torque:	187bhp/250Nm
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	5.9 seconds
Top speed:	143mph
Economy:	37.9mpg
CO₂:	145g/km

ON SALE Now



EQUIPMENT Optional Track Kit for £3,700 brings a raft of extra equipment, including this fully digital racing display – just like one you'd find in a touring car



GEARBOX Five-speed box is difficult to get along with. Gearlever is positioned poorly in the dashboard and it isn't the smoothest shifter



SEATS Carbon-fibre-shelled Sabelt bucket racing seats are also part of the optional Track Kit, and they come with four-point seatbelts

Verdict

THERE'S no denying the Biposto is a visceral, hardcore experience suitable for true Abarth nuts. The whole car is compromised, but it offers touring car thrills for the road. For that very reason, we would specify the £8,500 dog box, even if it is an eye-watering amount of money on what's already a very expensive Fiat 500. There's nothing sensible about the Biposto, so if you're willing to take the plunge, you might as well go the whole hog.





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Toyota Avensis

FIRST UK DRIVE

Family car is now more efficient and more desirable



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AE TOYOTA'S Avensis has never been the most desirable set of wheels, but it has always proven popular with fleet managers. That's why the Toyota plant in Burnaston, Derbyshire, has churned out more than 1.7 million since 1997. Now, the factory managers may have to draft in a couple of extra shifts, because Toyota has given the Avensis an overhaul to make it more appealing to private buyers.

Look quickly and you could be forgiven for thinking little has changed, but you'd be wrong; the new car constitutes a substantial design overhaul, not by Toyota in Japan but by Toyota Europe.

It has tried to give the Avensis a more prestigious look, so there's a new front end that looks wider thanks to the slim headlights and large gloss black lower bumper. At the rear end there are new dark-tinted light clusters, also with LED light 'blades' in them. The exterior tweaks are completed by new alloy wheels and a range of new colours, including the £495 Orion Blue of our test car.

Inside, the dashboard and doors all get softer plastics, brighter trim, and on some models, plush part-Alcantara trim. There's also more sound insulation and a larger touchscreen that's easier to use than its predecessor. The overall look is still rather dull, but the interior quality is now at least a match for that of key rivals such as the Ford Mondeo.

Our test car was the mid-spec Business Edition, which comes with 17-inch alloys, an 8.0-inch touchscreen sat-nav system, part-Alcantara seats, a reversing camera and lane-departure warning.

It's powered by a BMW-sourced 1.6-litre diesel engine that emits just 108g/km of CO₂, which puts the Avensis in the 19 per cent Benefit in Kind band, and which is claimed to do an average of 67.3mpg. The motor packs 110bhp and 270Nm of torque,

New Avensis is refined at speed and deals well with the worst UK road surfaces



Running costs
67.3mpg (official)
£71 fill-up



Extensive redesign of the cabin brings a cleaner style, much more luxurious materials and a new touchscreen system that's far quicker and easier to operate

giving a 0-62mph time of 11.4 seconds and a 115mph top speed, so pace is adequate.

In the real world, however, the engine needs to be worked hard, and you frequently need to use the slick-shifting six-speed manual gearbox to keep the motor in its sweet spot.

The Avensis rides well, however, and is exceedingly quiet on the motorway. Accurate, well weighted steering even makes it pleasing to punt down a country road. In fact, we'd go so far as saying it's more fun to drive than the Mondeo.

If it were our money, though, we'd opt for the new 141bhp 2.0 D-4D; it's nicer to drive and with key figures of 62.8mpg and 119g/km, it shouldn't be that much more costly to run.



NEED TO KNOW

Toyota's Burnaston factory churns out around 800 Avensis cars every day

"The Avensis rides well, and is exceedingly quiet on the motorway. We'd also say that it's more fun to drive than a Ford Mondeo"

Essentials

Toyota Avensis 1.6 D-4D Business Edition

Price:	£21,995
Engine:	1.6-litre 4cyl turbodiesel
Power/torque:	110bhp/270Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	11.4 seconds
Top speed:	115mph
Economy:	67.3mpg
CO₂:	108g/km

ON SALE Now



EQUIPMENT New Business Edition has a smart touchscreen and part-Alcantara trim. All models get a new autonomous emergency braking system, air-con, cruise control and Bluetooth



PRACTICALITY There are 509 litres of load space with the rear seats up, and 1,320 litres with them down. Flexibility is hampered by the Avensis having a boot as opposed to a hatch



Verdict

YOU could criticise the Avensis for being merely adequate in all areas – whether that's running costs, styling or how it drives. What you can't argue with, though, is the amount of standard kit it offers for less than £22,000, and the improvements in interior build quality. It all adds up to a car that ticks many boxes. We'd go for the more powerful 2.0-litre diesel version because it's nicer to drive and shouldn't prove that much more expensive to run.



Toyota Auris

FIRST DRIVE New turbo petrol engine increases appeal of family hatch



Otis Clay

Essentials

Toyota Auris 1.2T Design

Price:	£21,685 (as tested)
Engine:	1.2-litre 4cyl petrol
Power:	114bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.1 seconds
Top speed:	124mph
Econ./CO₂:	52mpg/125g/km

ON SALE Now



NEED TO KNOW

Avensis (left) gets Safety Sense as standard across the range, but it's a £450 option on every Auris



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AE LIKE the Avensis, the Auris has always had an image problem, but fortunately fleet buyers are largely interested in running costs. If you need proof, around 75 per cent of Aurises sold are hybrids.

But Toyota has taken a leaf out of rivals' books with the facelifted car, adding a new 1.2-litre turbo petrol engine, as well as tweaking the styling and upgrading the cabin.

While there's no doubt the restyled front end and our car's LED headlamps (a £795 option) improve the look, the Auris remains a little too fussy and uninspiring next to the sharp-suited Ford Focus and SEAT Leon.

Inside it's a similar story, despite smart new gloss black trim on the central dash panel. The centre stack on our example felt like it could be yanked clean off without much trouble, while general material quality

still feels a notch lower than the best in class. That aside, it's generally an easy-to-use layout, although the much improved touchscreen sat-nav is still a bit fiddly. It's practical, though, with decent space for five, a 350-litre boot (34 litres more than in a Focus) and loads of storage solutions.

The new petrol sits alongside the old naturally aspirated 1.33-litre unit in the range. It idles quietly and is smoother when revved than the thrummy 1.0 EcoBoost in the Focus. It might not be quite as punchy low down, but mid-range pace is strong and it's as flexible as you'd expect from a turbo four-cylinder, despite a slightly clunky manual gearbox. It also returned 42mpg in our hands, which is broadly what you'd get out of rivals.

Toyota has also improved the old car's lifeless steering and chassis, and the Auris now steers more accurately and rides a fraction better. Body roll is more noticeable than on rivals, however, and it lacks verve. A Leon balances ride and handling in a more astute fashion, but the Auris isn't as far off the pace as it used to be.

For many, family hatches like these come down to price. Our mid-spec Design model comes decently kitted out, but the panoramic sunroof, LED lights and sat-nav push our test car well over £21,000. A similarly equipped 1.2 TSI Leon can be had for around £1,500 less, and that would be our choice every day of the week.



EQUIPMENT Panoramic roof with an electric blind is £550 option, and brightens up dark rear cabin. Space is adequate for the class



PRACTICALITY 350-litre boot is smaller than in a Leon, but 34 litres bigger than a Focus'. Auris' seats fold completely flat, however



Verdict

SUBTLE improvements across the board are welcome in the Auris. But even the competitive new turbo petrol engine can't elevate Toyota's hatch above average in a talented class. It drives better than before, though, and should provide dependable family transport. We just wish the interior fit and finish had taken a bigger leap than it has.





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Essentials

Mazda CX-3 2.0 SE-L Nav Auto

Price:	£20,795
Engine:	2.0-litre 4cyl petrol
Power/torque:	118bhp/204Nm
Transmission:	Six-speed automatic, front-wheel drive
0-62mph:	9.9 seconds
Top speed:	116mph
Economy:	48.7mpg
CO ₂ :	136g/km

ON SALE Now



EQUIPMENT Mid-spec SE-L Nav trim is the pick of the CX-3 range, and includes a rear view camera. Smaller 16-inch alloys also help the ride

Mazda CX-3

Running costs

48.7mpg (official)
£51 fill-up



FIRST UK DRIVE We see if sharp crossover makes sense with auto box



Lawrence Allan

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AE SMALL cars with a sporty character tend to suit manual gearboxes better than automatics, partly because they bring an extra shade of driver involvement. So, given that Mazda's new 2-based CX-3 is a pretty sporty small SUV, does the presence of a traditional automatic transmission blunt its dynamic edge?

We've driven the six-speed manual CX-3 in petrol and diesel forms, and been impressed with this good-looking, efficient and fun-to-drive package. This is our first UK experience of the auto, a £1,200 extra, tested here in a 118bhp petrol 2.0-litre SE-L Nav model.

Simplicity is what the CX-3 auto is all about. It has a traditional gearstick and two pedals. That's it. Steering wheel paddles are nowhere to be seen. It feels odd at first, but you soon get used to it.

Around town, the auto changes ratios smoothly, slurring low-speed upshifts and reacting quickly enough to sudden throttle stabs. The sharp throttle response of the manual CX-3 is carried over although, as with the manual version, you need to rev the naturally aspirated petrol unit hard, which brings a coarse engine note into the cabin.

Venture out of the city, and the sporty character of the CX-3 comes more to the fore, even in this auto version.

Performance is pretty sprightly; the auto takes nearly a second longer to get from 0-62mph on paper, but doesn't feel particularly strangled in the real world.

Knock the lever over to manual mode and you can push the lever up and down to swap cogs. Unlike some autos it won't intervene to change for you in manual mode, allowing



NEED TO KNOW

Auto box adds £1,200 to already pricey CX-3, but brings no penalty in terms of emissions or fuel economy



you to hang on to a lower gear or chase the red line. Sport mode will keep hold of lower gears for brisker progress, although most of the time it just makes the engine noisier.

Impressively for an auto, fuel economy and emissions are virtually identical to the manual version's. Our example returned 42mpg over mixed town and motorway driving, which isn't too far from the

official claim of 48.7mpg. A CO₂ output of 136g/km is about average for the class.

There are better autos out there (the VW Group's DSG box springs to mind), but in this class it's undoubtedly better than the CVT in Honda's HR-V (tested on Page 48).

Add to that the CX-3's blend of style and handling, and it's a seriously desirable proposition, even with a self-shifter fitted.



PRACTICALITY The CX-3 might be larger than a Nissan Juke, but the rear feels slightly claustrophobic, and cabin storage could be improved



PRACTICALITY Boot is small with the rear seats in place, and they split 60:40. Adjustable floor gives a flat area when the seats are down



Verdict

THERE'S no doubt that the CX-3 is better with the slick manual gearbox, because at its core it's a sporty car to drive. However, if you need an automatic, the £1,200 torque converter unit does its job admirably. There are no financial penalties with the auto box either, which is a bonus. On top of that, the sharp looks and dynamic ability still make the CX-3 a very strong choice in this class.





Nissan e-NV200

FIRST DRIVE Do seven seats improve all-electric MPV?



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AE NISSAN has acted on the demands of taxi companies, private hire firms, fleets and hotels by building its new e-NV200 seven-seater. This is essentially a van with windows, so don't expect the seats to cleverly fold into the floor like those you'd find in MPVs – there's a completely flat floor with seats latched on to it.

Should you need to carry just five people and have extra space for luggage, the two rearmost seats fold up and can be strapped to the sides. It's hardly elegant, but it's functional and means you don't have to remove them and leave them behind.

Speaking of boot space, the e-NV200 has 870 litres on offer when all seven seats are being used. Fold the rearmost seats to the side and tumble the second row forwards, and there's a huge 2,940 litres – that's 601 litres more than the new Ford Galaxy offers.

Elsewhere, cabin plastics are scratchy yet screwed together well, while the claimed driving range from the lithium-ion batteries is 106 miles. You can buy seven-seat cars outright (with batteries) for between £23,400 and £27,260 (after the £5,000 Government grant); or if you opt to lease the batteries, the price falls to between £19,895 and £22,255. Leasing plans depend upon mileage and contract length, and range from £73.20 to £127.20 a month.



Nissan e-NV200 Evalia 7-seater

Price:	£27,260 (after Government grant)
Engine:	Electric motor
Power:	108bhp
Torque:	254Nm
Transmission:	Single-speed, front-wheel drive
0-60mph:	14.0 seconds
Top speed:	76mph
Range:	106 miles
CO₂:	0g/km

ON SALE Now



Verdict

THE five-seater e-NV200 didn't make much sense to buyers, with the Leaf supermini representing better value for money, but the seven-seat version makes a far stronger case for itself. Indeed, for taxi companies and hotels looking to shuttle their customers around on electric power, it's ideal. Buyers need to be fully committed to going green, however, as conventional alternatives offer better value, space and driving enjoyment.



Coming soon

Automeia



MERC S-CLASS CABRIO 2015

Mercedes' luxury S-Class coupe is set to lose its roof at the end of the year, with a fabric roof and AMG versions planned.

SUPERMINIS

Fiat 500	2020
Ford Ka	2016
Ford Fiesta	2017
Honda Jazz	summer
Renault Twingo GT	late 2015
Renault ZOE update	late 2015
Renault 5	late 2017
SEAT Ibiza	2016
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	late 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Honda FCEV	mid 2015
Infiniti Q30	October
Kia Optima facelift	late 2015
Jaguar XE Sportbrake	2016
MG5	2020
MINI Clubman	mid 2015
MINI Countryman	early 2016
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2016
Renault Mégane	mid 2016
Skoda Superb Estate	September
Subaru Levorg	late 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf CC	2016
VW Passat Alltrack	summer

SPORTS CARS

Alfa 4C Stradale	late 2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	autumn
Audi TT RS	2016
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	late 2015
Caterham sports car	2016
Ford GT	2016
Ford Focus RS	2016
Honda CR-Z	2017
Honda NSX	late 2015
Honda NSX Type R	2017
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán Superleggera	2016
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Lotus Evora 400	summer
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren 570S	late 2015
McLaren 540 C	2016
Mercedes C 450 AMG Sport	2016
MGTF replacement	2020
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	late 2015
Porsche Boxster Spyder	late 2015
Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajun	2018
Renault Alpine	2017
Toyota FT-1 (Supra)	2017
VW Golf R400	2016
TVR sports car	2017
VW Golf GTI Clubsport	2016
VW Scirocco GTS	2016

SUVs

Alfa Romeo SUV	2017
Aston Martin DBX	2019
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	summer
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW 1 Series Sport Cross	2017
BMW X1	October
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	late 2015
Honda HR-V	summer
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Jaguar 'Baby' F-Pace	2018
Lamborghini Urus	2018
Land Rover Defender	2018
Lexus RX	late 2015
Maserati Levante	2016
Mercedes AMG GT four-door	2017
Mercedes GLC Coupé	early 2016
Mercedes GLE Coupé	mid 2015
Mercedes GLE	mid 2015
Mercedes GLS	mid 2015
MG GS	2016
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	late 2015
Porsche Macan GTS	late 2015
Porsche Panamera	2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2016
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
Rolls-Royce SUV	late 2016
SEAT SUV	2016
Skoda Yeti+2	2016
Suzuki iM-4	2018
Tesla Model X	late 2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	2017

PEOPLE MOVERS

Ford C-MAX facelift	summer
Ford Grand C-MAX facelift	summer
Ford S-MAX	summer
Mercedes R-Class	2016
VW Touran	November
VW Transporter	late 2015

CABRIOLETS

Audi R8 Spyder	2016
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	late 2015
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	summer
Mercedes C-Class Cabriolet	late 2015
Mercedes S-Class Cabriolet	late 2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	late 2015

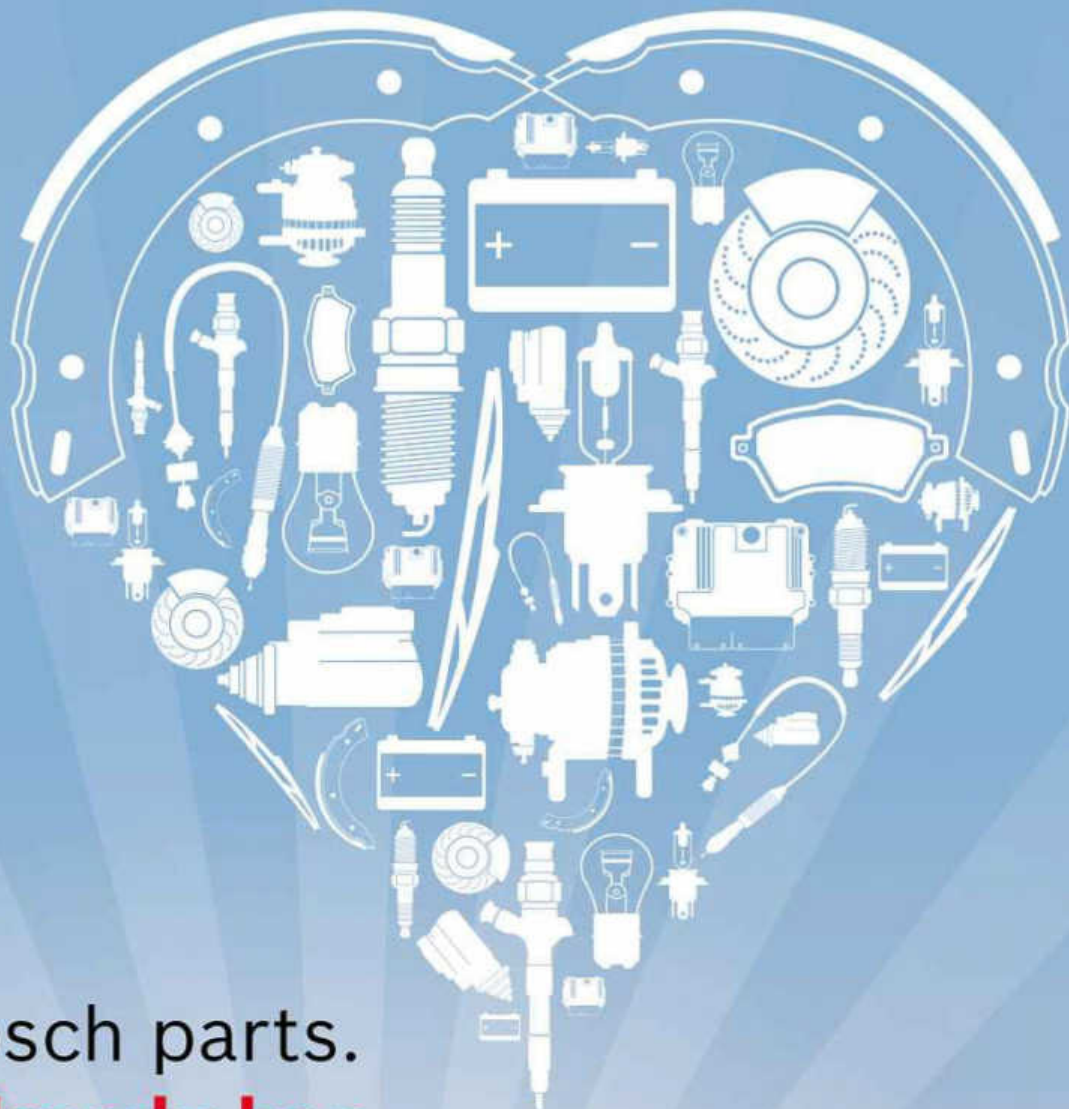
LUXURY CARS

Audi A8	2017
BMW 5-Series	2016
BMW 7 Series	late 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes E-Class	2016
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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**GRAND CHEROKEE SRT
vs PORSCHE MACAN**

Can firebreathing V8
Jeep outmuscle smaller
SUV rival from Porsche?



Jostling for position

Honda's new HR-V has joined crowded crossover class, but is it good enough to see off rivals from Nissan and Peugeot and go straight to the top?



66 **LIVING WITH AN... OCTAVIA SCOUT**
Rugged Skoda loader joins fleet, and looks a fine alternative to SUV.



68 **LIVING WITH A... RANGE ROVER SPORT**
Off-roader has served our family man well during recent move.



AE ANOTHER week has passed, so it must be time for yet another new crossover to be launched. Now, it's Honda entering the fray, with the all-new HR-V.

While the HR-V badge has been seen before, the original model was launched over a decade ago, well before the concept of the crossover had caught on with buyers. But it's a different story

today, as there's no shortage of opponents to rival the newcomer. For its first test, we're pitching the HR-V against our current class favourite, the Nissan Qashqai. On paper, the Nissan and Honda are level pegging for price, running costs, space and performance, so we're expecting a close battle.

Our second rival is something of a wildcard in the shape of the Peugeot 3008. It walks a fine

line between crossover and five-seat MPV, so it'll test the HR-V's practical qualities to the maximum. Tweaked looks and a new engine range give it low running costs, while even in top-spec Allure trim, it looks excellent value.

For the Honda's test debut, we've lined up petrol-powered models to see exactly where it fits in the crossover class hierarchy.

Pictures: Pete Gibson
Location: Longcross Studios, Chobham, Surrey



Honda HR-V

Price: £24,295 **Engine:** 1.5-litre 4cyl, 128bhp
0-60mph: 10.4 seconds **Test economy:** 39.2mpg/8.6mpl
CO₂: 125g/km **Annual road tax:** £110



Nissan Qashqai

Price: £24,080 **Engine:** 1.2-litre 4cyl, 113bhp
0-60mph: 10.6 seconds **Test economy:** 36.5mpg/8.0mpl
CO₂: 129g/km **Annual road tax:** £110



Peugeot 3008

Price: £21,995 **Engine:** 1.2-litre 4cyl, 128bhp
0-60mph: 11.2 seconds **Test economy:** 36.5mpg/8.0mpl
CO₂: 120g/km **Annual road tax:** £30

MODEL TESTED: Honda HR-V 1.5 i-VTEC CVT EX

PRICE: £24,295 **ENGINE:** 1.5-litre 4cyl, 128bhp

AE THE Honda HR-V is an all-new model, although the name did appear on a crossover-style SUV back in the late nineties. That car was more about style than substance, but the newcomer is aiming to deliver both, with sharp looks and one of the biggest boots in the class. There are 1.5-litre petrol and 1.6-litre diesel engine options, with the former available with a CVT auto gearbox. It's that car we test here in top-spec EX trim, which costs £24,295.

Styling 3.4/5

THE HR-V may be brand new, but it's easily identifiable as a Honda. Its sharp lines and angular details are unique, yet it's clear the crossover borrows some DNA from the Civic, Jazz and CR-V in its styling.

The front end gets a large Honda badge surrounded by a gloss-black grille and features air intakes above and below. That grille is flanked by a pair of angular headlamps with bright LED daytime running lights set within them. The front bumper is finished off with a black apron, which wraps around and curves up into the black wheelarch extensions.

Further back, the small glass area is reminiscent of the Civic's, as are the rear door handles hidden in the C-pillars, while the doors feature bold creases to break up the slab-sided look. At the rear, the small back window, rounded tailgate and large tail-lights look a little awkward – there's a hint of Citroen C3 about it – but overall the HR-V is distinctive. Yet the car does seem quite sensitive to body colour, with white and red looking better than some of the darker shades on offer. EX models get two-tone 17-inch alloy wheels, which add a bit of style.

Inside, some switchgear is shared with the Civic, but overall the dash design is unique to the HR-V. One quirky addition is the row of three slender air vents in front of the passenger seat, while the driver gets a distinctive instrument binnacle with a 3D-effect speedo and colour-coded outer rim, which changes according to how efficiently you're driving.

The centre console features gloss-black trim and touch-sensitive climate controls, which work reasonably well. The touchscreen multimedia system is the same system found across the Honda range, as is the multifunction steering wheel, although the infotainment is a bit fiddly to use, with assorted sub-menus to navigate through for most functions.

One surprise is that you sit quite low – one of the appealing things about crossovers is usually their high seating position – yet the HR-V feels more like a conventional hatch from behind the wheel.

Driving 3.6/5

WHILE rival car makers have switched to small-capacity turbo petrol engines, Honda has stuck with a naturally aspirated 128bhp 1.5 i-VTEC motor in the HR-V. Overall, it's quiet and smooth, with little in the way of vibration; but when it's paired with a CVT gearbox, it can sound strained upon acceleration.

Unfortunately, that's the nature of a CVT, although it only really becomes an issue in the HR-V when you're overtaking or accelerating at motorway speeds. Even then, the noise isn't particularly intrusive; it's just unpleasant because the engine sounds like it's being thrashed.

At the test track, the HR-V was quicker than either rival here, sprinting from 0-60mph in 10.4 seconds and 30-70mph in 9.5 seconds. And because the CVT gearbox uses maximum revs when accelerating, the

Testers' notes

"Initial impressions of the Honda HR-V are largely positive, although the biggest niggle we had with the car tested here was its CVT gearbox. Compared to rival systems, the transmission is unresponsive and seems to take a lot of effort to deliver very little performance. At least the car offered a comfortable ride and pretty nimble handling for a crossover, though. It's not the most engaging model to drive, but it's not bad."



James Disdale Road test editor

Honda's 155Nm torque figure at 4,600rpm didn't cause an issue. In real-world driving, though, you could easily tire of the engine's constant revving.

As for the rest of the driving experience, the HR-V performs pretty well and is a close match for the Qashqai in terms of comfort and handling. There's plenty of grip from the chassis, plus less body roll than you get in the Nissan, even at higher speeds. The Honda's steering is light and doesn't deliver much feedback, but it's no worse than the Qashqai's, and the car feels nimble when changing direction.

At low speeds, the HR-V has a decent ride and manages to smooth out bumps better than the Nissan, while at higher speeds it feels stable and secure, with only the biggest bumps sending shudders through the cabin. Wind and road noise are well suppressed, too, although the rev-happy engine does spoil things somewhat.

Ownership 4.2/5

BUYING a Japanese car is considered a guarantee of reliability, so the HR-V has a strong reputation to live up to. Surprisingly, this new model isn't being built at Honda's plant in Swindon, but in a factory in Mexico alongside the next-generation Jazz supermini. As a result, it's hard to know how well the HR-V will last, although as many of its parts are shared with other models from Honda – including the upcoming Jazz – you can be sure they have been tested extensively for durability.

We won't see Euro NCAP crash test results for the HR-V until later this year, but it gets six airbags as standard, plus stability control, while our car featured brake hold and forward collision alert.

Running costs 3.6/5

AT £24,295, the top-spec HR-V EX auto is £215 more expensive than the manual Qashqai Tekna here. You get plenty of kit, too, with panoramic glass, sat-nav, heated leather seats and xenon lights all included. In fact, the only optional extra available is metallic paint, at £525. Surprisingly, the CVT-equipped HR-V has lower emissions than the manual model, and company car costs are similar to the Nissan's, yet the cheaper and cleaner Peugeot 3008's are the lowest.

We managed 39mpg economy on test, which was ahead of both rivals' figures, although that's tempered by the fact that the smaller fuel tank means you can't travel as far between fills. Honda offers a £500 five-year service pack, while the three-year/90,000-mile warranty is the best here, although service intervals of 12,500 miles are behind the Nissan's.



Storage

FALSE floor in the HR-V's boot provides useful additional storage space. Car handles well, with limited body roll and plenty of chassis grip. Steering lacks feedback, though



Honda HR-V





V



CO₂/tax
125g/km
£110 or 20%



Practicality
Boot (seats up/down)
453/1,026 litres



Performance
0-60/30-70mph
10.4/9.5 seconds



Braking
70-0/60-0/30-0mph
51.2/36.1/8.9m



Running costs
39.2mpg (on test)
£59 fill-up



Interior

DASH looks and feels the part; air vents on passenger side are quirky; there's plenty of space in rear and several useful sockets

Practicality 4.2/5

THE HR-V has a 453-litre boot, which is 23 litres bigger than the Qashqai's. You get a false floor with deep storage underneath, while the back seats are easy to fold due to the shoulder levers being close to the tailgate opening. The load cover is a flimsy piece of elasticated fabric, though, and feels pretty cheap.

The new Honda has the same Magic Seat set-up as the Jazz and Civic, so the back seats fold flat, or you can flip up the bases to create a second load space.

Unfortunately, passengers in the rear don't get as much space as occupants in the front, with less legroom than you'll find in the Nissan. The panoramic glass roof on our car cut into headroom, too, although it did make the cabin feel airy.

Testers' notes

"There's a bank of sockets in the recess behind the centre console featuring twin USBs, a 12V input and an HDMI connection. The latter allows you to watch DVDs on the infotainment screen when you're not driving."



Dean Gibson Dep. road test editor

MODEL TESTED: Nissan Qashqai 1.2 DIG-T Tekna
PRICE: £24,080 **ENGINE:** 1.2-litre 4cyl, 113bhp

AE NISSAN'S Qashqai was crowned Best Crossover at our recent New Car Awards 2015 (Issue 1,377), so the HR-V will have a tough time if it's going to beat it. There's a variety of engines on offer, and here we test the 1.2 DIG-T turbo petrol engine in range-topping Tekna trim, although the car in our pictures is a slightly lower spec n-tec+.

Styling 3.5/5

WHILE the Qashqai has become a fairly common sight on UK roads, it still has a sharp look that helps it to stand out from the crowd. Overall, its proportions are better balanced than the HR-V's, with a larger glass area offsetting the slightly longer body and raised nose.

As with the Honda, there are bright daytime running lights, plus the angular headlamp clusters and grille are neatly styled. The bumper features a large black cut-out below the number plate, while the clamshell bonnet and the lines cut into the bodywork are more subtle than the HR-V's slashes.

The Qashqai's silver roof rails are a bit more pronounced than the Honda's, while Tekna models feature optional 19-inch two-tone alloys, which are larger than the rims on the car in our pictures. They fill out the arches well and look meatier than the Honda's smaller alloys, although they do have a slightly adverse effect on the ride. At the back, the wraparound tail-lights are more attractive than its rival's clusters, while the larger back window looks neater and gives a better view out, too.

Climb inside, and the Nissan continues to impress. There's gloss-black trim on the centre console and dash, while the colour trip display between the dials looks more modern than the HR-V's black and white screen. The infotainment touchscreen is on the small side when compared to the Honda's, but the assorted functions are easier to navigate through, so you spend less time with your eyes off the road. As with the HR-V, there's a multifunction steering wheel, although the Qashqai's has fewer buttons – again making it more simple to use while on the move. Build quality is good, with plenty of hard-wearing plastics and a feeling of solidity, while the switchgear works well.

Driving 3.7/5

WITH only 113bhp on offer, the Qashqai's 1.2-litre DIG-T turbo petrol engine is 15bhp down on the Honda's naturally aspirated unit. However, it delivers 190Nm of torque from 2,000rpm, which compares favourably with the HR-V's 155Nm at 4,600rpm.

Our acceleration tests showed that there wasn't much between them in the 0-60mph sprint, either, with the Nissan taking 10.6 seconds – only two-tenths slower than the Honda. Part of that can be put down to the fact that the Qashqai allowed full-power launches, rather than bogging down off the line.

Acceleration through the gears was a different story, though, as the Nissan had to give second best to its opponent, taking 1.4 seconds longer to sprint from 30-70mph. At least the Qashqai was marginally faster than the more powerful 3008 through the gears, although again the Peugeot was faster in-gear thanks to its 40Nm torque advantage.

In isolation, the Nissan felt quick enough. Changing down a couple of gears will help with overtaking, while flooring the throttle is accompanied by a satisfying whoosh from under

Testers' notes

"The Qashqai has been a sales hit for Nissan, and it's clear to see why. It has the practical boot and robust, user-friendly interior that a family car like this needs, plus it'll take plenty of abuse in its stride. I just wish the engine had a bit more grunt. It felt slow compared to its rivals here, and even in isolation, the unit's lack of response is frustrating. You'll often find yourself changing down two gears to get any sort of acceleration."



James Disdale Road test editor

the bonnet as the turbo spools up. Thankfully, this noise is more noticeable from the outside, as cabin refinement is excellent, with hardly any engine noise and not much in the way of wind or road noise, either.

While the Qashqai is quiet on the move, its suspension isn't quite as comfortable as the Honda's. More bumps are felt in the cabin and the suspension doesn't feel quite as settled. Tekna-spec models suffer from a bit of a firm ride on their 19-inch wheels, too, although it's not outrageously stiff.

In corners, the Nissan rolls a bit more than the HR-V, but there's still plenty of grip. It resorts to understeer when pushing on, although it feels fairly well balanced at most speeds. Still, the light steering could do with a little more feedback.

Ownership 4.2/5

THE Qashqai came 46th in our Driver Power 2015 satisfaction survey – 25 places lower than in 2014's poll – with owners criticising the car's reliability and performance. We don't know of any glaring issues with it, and with thousands being built in Sunderland, there should be fewer niggles with new cars over time.

The Nissan was tested by Euro NCAP in 2014 and earned a five-star rating. Its percentage scores are higher than the 3008's, while safety kit includes six airbags and the Smart Vision Pack, which adds road sign recognition, lane departure and forward collision warning, plus the Around View Monitor, comprising four cameras that allow a bird's-eye view of your manoeuvre.

Running costs 4.0/5

AT £24,080, the Qashqai 1.2 DIG-T manual is £215 less than the HR-V auto. You can add an automatic gearbox for £1,350, and it won't cost much more to tax, as company car charges and emissions are identical to the manual car's. The Nissan isn't quite as well equipped as the Honda, though. You do get sat-nav, heated leather seats and full LED headlights as standard, but panoramic glass is £400 extra.

CO₂ emissions of 129g/km are slightly higher than the HR-V's, but both cars are within a few pounds of each other for tax costs – although neither is as good as the 3008 in that regard.

We managed 36.5mpg economy on test, which wasn't as good as the HR-V's figure, while the trip computer tots up how many g/km of CO₂ you've saved every time the stop/start system engages. Servicing costs are also similar between these two, but the Qashqai edges slightly ahead with a lower insurance rating than the Honda.



Nissan Qas





Ride

QASHQAI handles well and is refined, but the suspension doesn't iron out bumps as well as the HR-V's. Configurable boot floor is a clever practical touch



shqai



CO₂/tax
129g/km
£110 or 20%



Practicality
Boot (seats up/down)
430/1,585 litres



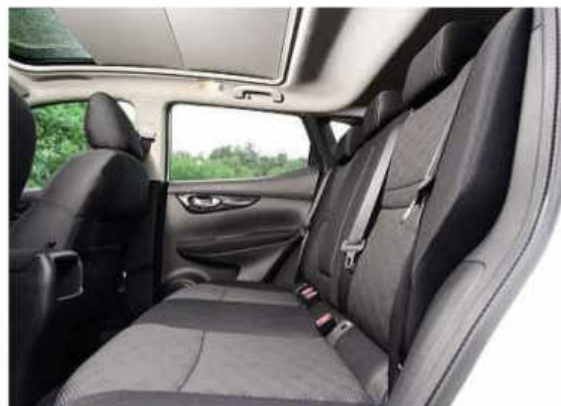
Performance
0-60/30-70mph
10.6/10.9 seconds



Braking
70-0/60-0/30-0mph
49.6/36.2/8.9m



Running costs
36.5mpg (on test)
£64 fill-up



Infotainment

TOUCHSCREEN is small, but it's easy to use, while rear is spacious for adults. You need to work the gears to get best out of engine



Practicality 4.1/5

THE Qashqai's 430-litre boot is 23 litres behind the HR-V's, but with all seats folded, there's more room in the Nissan, at 1,585 litres. That can be put down to its slightly larger dimensions, which also make for more legroom in the rear. Headroom is also better, even with the optional panoramic glass roof.

While the HR-V and 3008 have lots of practical touches, the Qashqai is pretty simple. Its handy features start and end with the two removable floor planks, which lift to reveal a deep storage area, yet it's still shallower than the Honda's similar space.

At least there's decent storage in the cabin. You get twin cup-holders and a tray behind the gearlever, while the door bins are bigger than the HR-V's, too.

Testers' notes

"The Nissan Qashqai is a bit of a strange one, because while it doesn't excel at anything in particular, it has enough talent across the board to be a front-runner. It's the ultimate all-round crossover."



Dean Gibson Dep. road test editor

MODEL TESTED: Peugeot 3008 PureTech Allure

PRICE: £21,995 **ENGINE:** 1.2-litre 4cyl, 128bhp

AE IT'S a wildcard in the crossover class, but the Peugeot 3008 has plenty going for it. Although it has the raised suspension you expect of a car in this sector, its overall design is more like a boxy five-seat MPV, plus it has the space of a people carrier.

Peugeot carried out a mid-life refresh at the end of 2013, while the range has just received cleaner petrol and diesel engines. Here, we test the three-cylinder 1.2-litre turbo in top-spec Allure trim.

Styling 2.6/5

TO call the 3008 stylish would be a hard sell for almost anybody, as its quirky, two-box design appears awkward from nearly every angle. The mix of a raised ride height, gaping grille and bulging bodywork means it looks like no other car on sale, although in this instance, that's not necessarily a good thing.

The mid-life update in 2013 brought with it new lights with daytime running LED strips, while the line of the headlamps flows into the bonnet edges and along into the window line. The square grille has a gaping look, and the small wheels and silver trim on the lower bumpers and side sills just add to the car's slab-like looks. At the rear, the hunched glass and split-opening tailgate complete the awkward mutation between a crossover and an MPV.

Fortunately, matters improve considerably when you get behind the wheel. The 3008 was one of the first Peugeots to showcase the brand's new upmarket cabin quality, and while the layout does without the latest touchscreen infotainment system, it still looks appealing. It has lines similar to the Audi R8's, courtesy of a shallow slope of the centre console and a large handle on the passenger side, while the pop-up screen and head-up display add a bit of drama when you start the car and they whirl into position.

Build quality is reasonable, but some of the plastics aren't quite up to the standard found in some of Peugeot's newer models. The rotary controls for the climate system feel dated, while the chrome-finished toggle switches on the centre console are a bit flimsy to use. At least the seat mechanisms feel robust, plus the hard plastics used in the boot should stand up to plenty of abuse.

The false boot floor is carpeted and features plastic trim finishers to prevent knocks and scrapes, and there's a plastic cover that sits over the lower half of the tailgate when it's dropped open, so that the hinges aren't left exposed. This then doubles as a handy seat, much like in a Range Rover, which is a useful feature when you're out and about.

Another highlight of the cabin is the amount of standard kit. You get panoramic glass, sat-nav, front and rear parking sensors and a reversing camera, and although the HR-V matches it for kit, the 3008 is better value, as it's over £2,000 cheaper.

Driving 3.5/5

PEUGEOT has revised the 3008's engine range, and the sole petrol on offer is the 1.2-litre three-cylinder turbo PureTech. It produces 128bhp, which is the same as the HR-V's unit, although it's far torquier, with a meaty 230Nm on offer from just 1,750rpm.

That should've meant the Peugeot had the measure of the Honda at the test track, but that wasn't the case. For starters, the 3008 is nearly 100kg heavier than the HR-V, while the car's electronics cut engine power if you try to attempt a standing start. As a result, we only managed 0-60mph in

Testers' notes

"It's not the most attractive crossover on the market, but the 3008 does offer practical five-seat motoring for a pretty reasonable price. However, while the engine is the best performer of this trio and there are some neat storage solutions in the boot, the rest of the package is a letdown. The slack gearbox and steering spoil the car's driving dynamics, while the cabin feels dated when compared to its two rivals here."



James Disdale Road test editor

11.2 seconds – that's four-tenths slower than Peugeot's claimed 0-62mph time. Acceleration through the gears was spoilt by the long throw and vague shift of the six-speed gearbox, yet the 3008 still had the beating of the Qashqai in-gear.

On the road, the Peugeot feels more responsive than either rival, and the three-cylinder engine has a pleasing thrum that's not too intrusive. It's also a fairly pleasant cruiser, as the raised suspension smooths out most bumps on the motorway. Still, it's not quite as resolved as the Qashqai or HR-V.

Unfortunately, cornering lets the 3008 down. That soft suspension results in plenty of body roll, but perhaps more disconcerting are the shudders and shakes that come through the steering wheel. There's lots of play in the rack, and the steering column shudders over bumps even in a straight line. It's a real shame, because it spoils the car's cruising ability.

Ownership 4.0/5

PEUGEOT'S reputation for building reliable cars has improved in recent years, and the 3008 is one of the models that has helped to improve its standing. The 3008 has performed well in past Driver Power satisfaction surveys, yet as time has passed, it has fallen down the rankings – dropping out of the top 100 in 2015 to 106th place. Practicality and running costs are major plus points, but reliability and build quality need improving according to owners.

The 3008 was tested by Euro NCAP in 2009, and while it earned a five-star rating, its lower percentage scores were achieved on a less stringent test than the Qashqai's 2014 five-star rating.

Running costs 4.3/5

AT £21,995, the top-spec Allure car is over £2,000 cheaper than the range-topping HR-V and comes with a decent amount of kit. However, leather, which is standard on the Honda, is a £1,000 option on the Peugeot, while adding xenon lights and a DAB radio all but cancels out the price difference.

We averaged 36.5mpg on test – the same as the Qashqai – although the difference between the 3008's claimed mpg and what it actually achieved was greater. CO₂ emissions of 120g/km are better than the Honda's, and combined with the lower list price make for cheaper company car tax bills.

Private buyers also benefit in terms of tax costs, yet Peugeot's fixed-price service plan works out more expensive than either rival's. Plus, depreciation of 40 per cent means the 3008 will lose nearly as much money as the Qashqai over three years.

Peugeot 3



Practicality 4.4/5

THANKS to its square shape, the 3008 is the roomiest car here. There's a 512-litre boot, which increases to 1,604 litres with the back seats folded. Stowing the seats away is easy due to levers in the boot, although reaching into the back is hindered by the drop-down tailgate. You get a level load floor with the rear bench folded, too, plus a deep under-floor compartment.

Back seat space is good, with plenty of head and legroom, while middle seat occupants get a flat floor in front of them. The panoramic glass makes the cabin feel airy, and you get roller blinds in the back doors for extra shade. There's good storage on the centre console, but the glovebox is small due to the fusebox behind it.

**CO₂/tax**120g/km
£30 or 19%**Practicality**Boot (seats up/down)
512/1,604 litres**Performance**0-60/30-70mph
11.2/11.1 seconds**Braking**70-0/60-0/30-0mph
50.6/36.6/9.0m**Running costs**36.5mpg (on test)
£70 fill-up

HEAD TO HEAD

Practicality

THE HR-V has a bigger boot than the Qashqai, at 453 litres, but the 3008 gets 512 litres. Honda's parcel shelf is flimsy, although the elasticated frame makes it easy to move out the way.

The 3008's split tailgate creates a useful rear bench, while the boot floor can be mounted at multiple levels to create useful hidden storage.



Off-road?

YOU can get a four-wheel-drive Qashqai, yet only with the top-of-the-range 1.6 dCi diesel. There's no 4WD on the HR-V or 3008, yet Peugeot does offer its Grip Control system on diesels. This £470 optional extra adds all-weather tyres and a switchable traction control system.



Emissions

THE HR-V auto is greener than its manual rivals, with 125g/km CO₂ emissions. However, the six-speed manual model is a little dirtier, with its figure of 134g/km meaning £130 road tax and higher Benefit in Kind rates than both rivals here.

008

Cornering

ALTHOUGH the Peugeot is the most responsive car here and a useful cruiser at motorway speeds, its steering leaves a lot to be desired. There's lots of body roll in bends, plus the wheel suffers from plenty of kickback



Cabin

HEAD-up display adds a modern touch to the 3008's well equipped cabin, while there's plenty of space for those in the rear. Drop-down tailgate makes reaching into the boot a chore



Testers' notes

"The head-up display adds a bit of modern tech to the cabin, but the speedo read-out in our test car jumped erratically with changes of speed. Even when braking or accelerating slowly, it would rise in 3-4mph increments."



Sean Carson Senior road tester

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Figures

**Nissan Qashqai
1.2 DIG-T
(115) Tekna**

**Honda HR-V
1.5 i-VTEC
CVT EX**

**Peugeot 3008
PureTech
(130) Allure**


On the road price/total as tested	£24,080/£24,080	RESIDUALS	£24,295/£24,165		£21,995/£22,520
Residual value (after 3yrs/36,000)	£10,547/43.8%	QASHQAI holds its value reasonably well after three years considering that there are so many on the road.	N/A		£8,798/40.0%
Depreciation	£13,533		N/A		£13,197
Annual tax liability std/higher rate	£961/£1,922		£970/£1,939		£834/£1,667
Annual fuel cost (12k/20k miles)	£1,752/£2,919		£1,631/£2,718		£1,752/£2,919
Ins. group/quote/road tax band/cost	14/£332/D/£110		22/£428/D/£110		19/£355/C/£30
Cost of 1st/2nd/3rd service	£149/£219/£149		£500 (5yrs)		£13p/m (3yrs/35k)
				DIMENSIONS	
Length/wheelbase	4,377/2,646mm	BOOT SPACE	4,294/2,610mm	HR-V is shorter and narrower than the Qashqai, but it's slightly taller. The 3008 is taller still.	4,365/2,613mm
Height/width	1,590/1,806mm	IN five-seat mode, the Nissan's boot capacity is smaller than the HR-V's, but larger with the seats folded down. This shows that the Qashqai is more spacious for rear occupants.	1,605/1,772mm		1,639/1,837mm
Engine	4cyl in-line/1,197cc		4cyl in-line/1,498cc		4cyl in-line/1,199cc
Peak power/revs	113/4,500 bhp/rpm		128/6,600 bhp/rpm		128/5,500 bhp/rpm
Peak torque/revs	190/2,000 Nm/rpm		155/4,600 Nm/rpm		230/1,750 Nm/rpm
Transmission	6-spd man/fwd		CVT/fwd		6-spd man/fwd
Fuel tank capacity/spare wheel	55 litres/repair kit		50 litres/repair kit		60 litres/repair kit
Boot capacity (seats up/down)	430/1,585 litres		453/1,026 litres		512/1,604 litres
Kerbweight/payload/towing weight	1,318/542/1,200kg		1,313/477/1,000kg		1,400/550/1,500kg
Turning circle	10.7 metres		11.4 metres		11.4 metres
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs		3yrs (90,000)/3yrs		3yrs (60,000)/1yr
Service intervals/UK dealers	18,000 (1yr)/225		12,500 (1yr)/196		12,500 (1yr)/300
Driver Power manufacturer/dealer pos.	28th/25th	DRIVER POWER	18th/2nd	EURO NCAP	10th/9th
Euro NCAP: Adult/child/ped./stars	88/83/69/5 (2014)	NISSAN finished well behind Honda and Peugeot in our Driver Power 2015 dealer rankings, coming 25th out of 31 networks.	N/A	HONDA expects results for the new car's Euro NCAP crash test to be published in November.	86/81/31/5 (2009)
					ACCELERATION
0-60/30-70mph	10.6/10.9 seconds		10.4/9.5 seconds		11.2/11.1 seconds
30-50mph in 3rd/4th	5.7/8.7 seconds		3.8 secs (kickdown)		4.3/6.2 seconds
50-70mph in 5th/6th	13.9/20.2 seconds		5.7 secs (kickdown)		8.8/11.2 seconds
Top speed/rpm at 70mph	115mph/2,300rpm		116mph/2,600rpm		124mph/2,550rpm
Braking 70-0/60-0/30-0mph	49.6/36.2/8.9m		51.2/36.1/8.9m		50.6/36.6/9.0m
Noise outside/idle/30/70mph	64/43/60/68dB		63/41/62/69dB		61/39/57/66dB
Auto Express econ (mpg/impl)/range	36.5/8.0/442 miles		39.2/8.6/431 miles	LOW CO₂	36.5/8.0/482 miles
Govt urban/extra-urban/combined	42.8/55.4/50.4mpg		44.8/58.9/52.3mpg	ADDITION of CVT gearbox gives petrol auto HR-V lower CO ₂ emissions than the manual version, which emits at 134g/km.	44.8/62.8/54.3mpg
Govt urban/extra-urban/combined	9.4/12.7/11.1mpl		9.9/13.0/11.5mpl		9.9/13.8/11.9mpl
Actual/claimed CO ₂ /tax bracket	179/129g/km/20%		166/125g/km/20%		179/120g/km/19%
		OPTIONS			OPTIONS
Airbags/Isofix/park sensors/camera	Six/yes/yes/yes	THE only glaring omission from Tekna trim is panoramic glass, which is standard on its rivals here.	Six/yes/yes/yes		HEATED seats are part of leather upgrade, while other options include rear video screens (€525) and acoustic and tinted rear windows (€320).
Auto gearbox/stability/cruise control	£1,350/yes/yes		Yes/yes/yes		
Climate control/leather/heated seats	Yes/yes/yes		Yes/yes/yes		
Metallic paint/xenons/panoramic glass	£550/LED/£400		£525/yes/yes		
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		

Results

NISSAN

IT'S a win for the Qashqai, but only just. There's more passenger space than in the Honda, especially in the back seats, yet the boot isn't as big as the HR-V's and it doesn't have as many useful touches. The Nissan and Honda are similar on the road, but the 1.2 turbo petrol is surprisingly sluggish. Still, making extra shifts with the manual box is more appealing than using the Honda's CVT.



1st

HONDA

THE new HR-V has impressed on its first test. There's no arguing with its spacious boot and versatile back seats, and while it's geared towards comfort rather than sporty driving, it's a match for the Qashqai overall. Unfortunately, the CVT box massively blunts the car's appeal. On the basis of this first test, the diesel manual could be a class contender.



2nd

PEUGEOT

IF the 3008 had a better chassis and steering set-up, then it could've sprung a surprise in this test. The cabin is family friendly and the boot is spacious with plenty of useful touches, while the 1.2 three-cylinder engine is a punchy performer once you're on the move. However, even the 3008's price saving can't make up for the lacklustre driving experience.



3rd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

SAME PRICE

Other options for similar money...

NEW: MINI Countryman Cooper Park Lane
PRICE: £24,175 **ENGINE:** 1.6-litre 4cyl, 120bhp

PETROL auto crossovers are scarce, and the Park Lane Countryman adds four-wheel drive to its kit list. That cuts economy to 40.9mpg, although the exclusive grey paintjob with red detailing and the classy cabin are tempting.



USED: Honda CR-V 2.0 i-VTEC SE
PRICE: £23,000 **ENGINE:** 2.0-litre 4cyl, 153bhp

IF you're a Honda fan but the HR-V doesn't quite have enough space, then you can pick-up a year-old ex-demo CR-V via the brand's Approved Used scheme. It features a torque converter auto box, as well as a healthy 589-litre boot.



Ready to rumble

New Jeep Grand Cherokee SRT adds some muscle to the SUV class with its rumbling V8, but can it knock out the brilliant Porsche Macan Turbo?





Jeep Grand Cherokee SRT

Price: £63,995 **Engine:** 6.4-litre V8, 461bhp **0-60mph:** 5.3 seconds

Test economy: 19.3mpg/4.3mpl **CO₂:** 327g/km **Annual road tax:** £505



Porsche Macan Turbo

Price: £61,689 **Engine:** 3.6-litre V6 turbo, 394bhp **0-60mph:** 4.3 seconds

Test economy: 21.4mpg/4.7mpl **CO₂:** 208g/km **Annual road tax:** £290

Pictures: Dominic Fraser Location: Mallory Park Circuit, Leicestershire (www.malloryparkcircuit.com)



AE HOW much bang you get for your buck is an important equation in the new car market – especially when it comes to cars like these. SUVs are big business, and high-performance models such as our duo here sit at the very top of the range, enticing buyers with something a little bit different.

Or very different in the case of the new Jeep Grand Cherokee SRT. Big American muscle cars have never really made sense in the UK, but Jeep has come up with an appealing all-terrain hotrod simply by installing its 6.4-litre 'Hemi' V8 in the Grand Cherokee off-roader body.

The £63,995 SRT is actually a bit of a bargain, because the rivals that offer similar space and pace are around £30,000 more expensive. So while the Porsche

Cayenne Turbo might be the Jeep's natural competition in terms of size, it'll set you back £93,574. Step forward the Cayenne's smaller sibling – the £61,689 Macan Turbo.

The question is, is it worth sacrificing size for cost with the Macan, or can the 'cut-price' Grand Cherokee SRT offer everything you'd want from a big, fast SUV? We pitched Porsche against Jeep to find out.

"In the Grand Cherokee SRT, Jeep has come up with an appealing all-terrain hotrod"

MODEL TESTED: Jeep Grand Cherokee SRT

PRICE: £63,995 **ENGINE:** 6.4-litre V8, 461bhp

AE THE Jeep Grand Cherokee SRT adds an American flavour to the fast off-roader market by using a blend of technology and brute force to deliver high-octane thrills and SUV practicality.

Styling 4.0/5

A HANDSOME design means the regular Jeep Grand Cherokee is a good base to start from for a pumped-up performance off-roader, and this SRT model wears its styling modifications well.

The first thing you notice are the deeper bumpers, flared wheelarches and gaping vents in the bonnet; along with the 20-inch alloy wheels, slim headlamps with LED running lights and Jeep's trademark seven-slot grille, they give the SRT a menacing appearance. There's also still a Stateside look to the Jeep thanks to its proportions and square-set stance.

At the back end there's a pair of tailpipes that hints at the performance on offer. Further neat exterior details include chrome inserts for the front and rear bumpers, and the grille and window line.

There's no doubt it's an imposing car on the road, but the SRT's sporty side is less noticeable from the inside. The basic layout and materials used are similar to those in lesser Grand Cherokees, although there are a few racier touches splashed around the cabin – including some carbon fibre dash inserts.

In fact, the cabin is the cause of the Jeep's first stumble. Although the layout is good, it's neither as driver-focused nor as slick as the Porsche's. The dashboard and centre console sit upright and the transmission tunnel quite flat, so the interior design isn't that inspiring. The materials feel cheap, too, with hard plastic and fake metal detailing that seem out of place in a car that costs more than £60,000.

The trade-off is that the Grand Cherokee is practical. There's loads of room in the front and back, plus plenty of spaces to store everyday necessities, such as mobile phones.

Further lost ground is clawed back by the sheer amount of standard equipment in the Jeep. This SRT model tops the Grand Cherokee range and comes with keyless go, all-round parking sensors, a reversing camera, climate control and an active noise-cancelling system to improve refinement. There are also front and rear heated seats and a heated steering wheel, adaptive cruise, Bluetooth, an 8.4-inch touchscreen sat-nav and a 19-speaker stereo. On top of that, the all-black interior is lightened by the dual panoramic roof, which lets in a torrent of light.

Driving 3.3/5

ADAPTIVE dampers are also on the standard kit list as part of Jeep's Selec-Trak system, which alters throttle response, gearshift speed, stability control, the firmness of the suspension and the set-up of the four-wheel-drive system. It's best left in Auto where the eight-speed automatic box shuffles gears around unobtrusively and the V8's torque carries you along effortlessly with a burble from the exhaust.

Put your foot to the floor and this burble becomes a full-on roar as the engine unleashes all 461bhp. However, while the Grand Cherokee might talk a good game, its ability tells a different tale, even if you switch the rotary controller to Sport or Track.

The 2,418kg Jeep is pretty hefty, and even though it has adjustable suspension the body control isn't tight enough. In the softer settings the ride is comfortable but the body is never able to settle over

Testers' notes

"Jeep claims 'silent sound waves help reduce the effect of outside noise' as part of its Active Noise Cancellation feature. However, with large wing mirrors and massive 20-inch wheels and tyres, there's still a noticeable amount of wind and road roar. Thankfully, you can drown this out in two ways: the first is with that roaring engine, but if you prefer to cruise more serenely, crank up the 825-watt Harman Kardon sound system."



James Disdale Road test editor

undulating surfaces; in Sport, potholes and bumps thump through the chassis, upsetting the SRT's cornering line. Add in slow steering and the fact there isn't much feedback through the wheel, and you have a car that really has to be muscled through bends, which isn't enjoyable. The noticeable amount of body roll induces a further feeling of insecurity.

However, there's no denying the effectiveness of the Grand Cherokee's engine. Our performance tests show it sprinted off the line and on to 60mph in 5.3 seconds. The gearbox has eight ratios to use, so each one is fairly short, which gives the SRT good in-gear acceleration, even though the box becomes decidedly jerky under such treatment. Still, the upgraded Brembo brakes deliver decent stopping power, even if the pedal feels spongy.

Ownership 3.0/5

SIX-month/6,000-mile servicing intervals mean you'll frequently have to visit your local Jeep dealer. The network finished 28th out of 31 manufacturers in our latest Driver Power satisfaction survey, so your visit might be a less-than-polished experience. The brand didn't fare much better in the overall Driver Power rankings, taking 26th place.

As for safety, the current Grand Cherokee is a facelifted version of the model originally released in 2011, so Euro NCAP's four-star score still stands. The good news is that there's plenty of safety tech in this SRT version, including enhanced Brembo brakes, nine airbags, ESP, adaptive cruise, forward-collision warning and blindspot assist with rear cross-traffic alert to help you when backing out of a space.

Running costs 2.9/5

IT might be relatively cheap to buy compared with the competition, but £63,995 is still a lot of money. The SRT will depreciate quickly, too – our experts predict the Grand Cherokee will hold on to only 31.7 per cent of its new price after three years. It'll lose a sizeable £43,696 of its value, or £12,808 more than the Macan.

Despite having cylinder-deactivation tech to improve efficiency, it still emits 327g/km of CO₂. Factor in the loftier purchase price and higher-rate business users will pay £9,300 per year to run the SRT, which is £517 more than those who choose a Macan. Road tax is also £215 more expensive, while the huge 93.5-litre fuel tank means you'll shell out more than £100 to brim it. On top of that we recorded a 19.3mpg average, which gave a cruising range of only 397 miles, so you'll visit the pumps often.



Performance
PUT your foot down and the SRT launches itself forward on a wave of V8 noise. It's incredibly fast

Jeep Grand





Corners

THE adaptive suspension struggles to cope with the SRT's weight. The softer setting allows too much body movement, and the Sport set-up is far too uncomfortable

Grand Cherokee



CO₂/tax
327g/km
£505 or 37%



Practicality
Boot (seats up/down)
782/1,554 litres



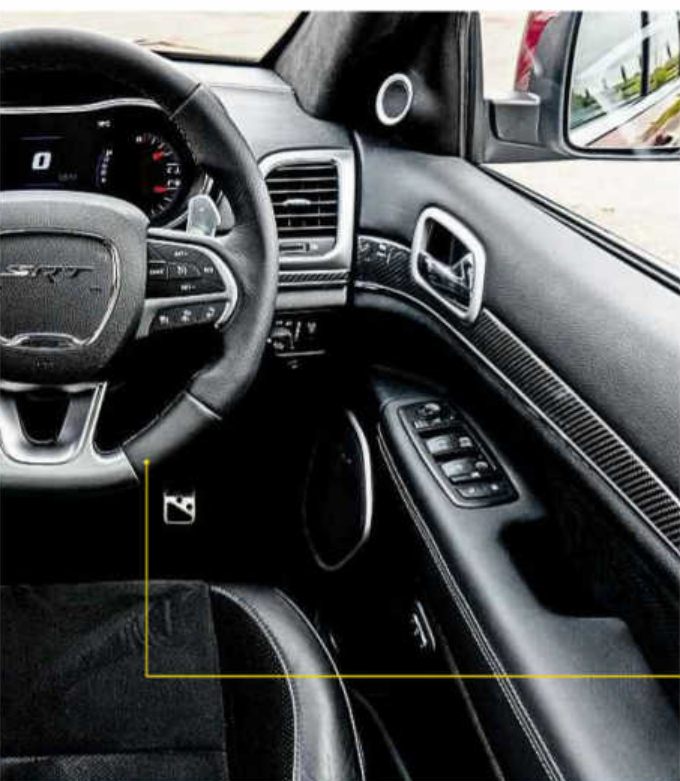
Performance
0-60/30-70mph
5.3/4.8 seconds



Braking
70-0/60-0/30-0mph
49.0/31.5/9.9m



Running costs
19.3mpg (on test)
£110 fill-up



Interior

THE interior is vast for people and their luggage, but the Grand Cherokee's biggest problem is that the quality doesn't feel worthy of the £64k price

Practicality 4.5/5

WITH the rear seats up the Jeep has the advantage on boot space, offering 782 litres. However, fold them down and its hold over the Macan isn't so great.

The maximum luggage capacity of 1,554 litres is only 54 litres larger than the Porsche's, but at least the SRT's massive width means the square opening is very useful. The button for the electric tailgate is mounted in an odd place inside the boot, though, next to the handy LED torch.

Cabin storage is strong. There are two cupholders next to the gearlever, decent-sized door bins and a good glovebox. You also get extra room under the boot floor and no loading lip, but the load cover sits quite low beneath the window line.

Testers' notes

"The SRT boasts a digital dial pack in the instrument cluster, which features a range of performance-related readouts. These include acceleration, braking and a 0-60mph timer. While clever, it feels a little gimmicky."



Dean Gibson Dep. road test ed

MODEL TESTED: Porsche Macan Turbo

PRICE: £61,689 **ENGINE:** 3.6-litre V6, 394bhp

AE PORSCHE promises that its Macan is the sports car of the SUV sector, so we've put the top-of-the-range Macan Turbo through its paces to see whether it delivers 4x4 practicality and drives like a performance model should.

Styling 4.3/5

THE first thing that strikes you about the Macan's styling is its low nose. For an SUV this is unusual, and although the edge of the bonnet still stands quite tall, the sleek shape and clever visual tricks – such as the dark insert at the bottom of the bumper – mean Porsche's mid-size SUV cuts a sharper figure than the Grand Cherokee SRT.

That's partly because the Macan is technically in the class below the Jeep when it comes to size. However, the similar prices and on-paper performance make them natural rivals.

From every angle the Porsche looks sportier than the upright SRT, with three large grilles at the front to help cool its engine and some extra strakes for added style. The sculpted doors and tapering roofline mean that from the side the Turbo looks more like a tall coupé than a conventional compact SUV, while the sloping hatchback – complete with gloss black spoiler – and four fat exhausts round things off.

The Macan's tail-lights are also a significant design feature, with undercut sections and a central bar giving the rear a striking appearance. Combined with Porsche's latest four-LED running light signature at the front, it's instantly recognisable.

Inside, it feels much more bespoke than the Jeep, with soft leather and real metal details covering every surface. Material quality is much better, while the high transmission tunnel and dashboard put the focus more on the driver than the Grand Cherokee's.

Together, it means the Macan feels much more upmarket than the SRT – however, it doesn't come cheap. Whereas the Jeep gets lots of kit as standard, in the smaller Porsche you have to pay for Bluetooth (£272), a reversing camera (£332) and heated seats (£284). With other options, this bumped the our Turbo model's price up from £61,689 to £76,163. That's £9,698 more than the Jeep as tested.

Driving 4.8/5

TAKE one look at the Macan Turbo's near-two-tonne weight and you'd be forgiven for thinking it would drive like a regular off-roader. It doesn't – not by a long way. Porsche's engineers have worked wonders to deliver the best-driving SUV on the market.

The Macan's 3.6-litre twin-turbo V6 engine puts out 394bhp and is hooked up to a seven-speed dual-clutch gearbox. The Turbo used its launch control and four-wheel-drive system to good effect in our performance tests, sprinting from 0-60mph in just 4.3 seconds.

Although the Porsche delivers less torque, at 550Nm to the Jeep's 624Nm, it's available from as low as 1,350rpm, so in-gear performance is excellent. The Macan was 1.5 seconds faster from 50-70mph in seventh and a full second quicker from 30-50mph in fourth. The low-down urgency and smoother, faster gearbox also meant it was quicker to accelerate up through the gears.

The only slight letdown is how the Turbo sounds as it does its thing. Compared with the rumbling V8 in the SRT, the Macan's force-fed V6 emits a muted, turbine-like noise – the optional sports exhaust

Testers' notes

"With Porsche's Exclusive Macan Ultimate Personalisation programme, £61,689 for the standard Turbo is just the start. Owners can customise their cars by fitting options such as Limed oak wood interior trim, a leather-covered rear-view mirror and even personalised door sill plates. Although Porsche doesn't actually list prices for most of these options, you can be sure they'll significantly hike the cost of the car."



James Disdale Road test editor

could be a worthwhile investment if you fancy freeing up a few more decibels.

However, hit a twisting back road and you'll soon forget about this minor niggle. Lots of grip and delicious steering mean you throw the car into corners with confidence that it'll hang on.

Our test car was fitted with £1,004 of optional air suspension and adjustable dampers. These serve up brilliant body control, even in the default setting, and although there's a firmer edge to the ride, it's a long way from uncomfortable.

Step things up and select Sport or Sport Plus modes and the Macan's chassis tenses up. The car feels more alert and changes direction quicker, and this extra response doesn't hurt ride quality too much. Porsche's Torque Vectoring system gives crisp turn-in to corners, and when you push the accelerator hard on the way out of a bend you can feel the four-wheel-drive system shuffling power to the back wheels to deliver that rear-biased sports car feel.

Ownership 4.6/5

STRONG results in our Driver Power 2015 satisfaction survey put Porsche at the other end of the table to Jeep. It finished sixth overall and scored a third place for dealer service, so owning the Macan should be largely headache-free.

The car is actually based on the Audi Q5, so shares many components with other vehicles in the VW Group, and as such we'd expect it to be reliable.

It'll also be safe, because it comes fitted with eight airbags and stability control as standard. Four-wheel drive will give extra traction in bad weather, while our test car's ceramic-composite brake upgrade delivered incredible stopping power, but at a hefty cost of £5,463. The Macan is the only Porsche Euro NCAP has crash tested – it achieved a five-star score.

Running costs 3.2/5

THE Macan is rated six insurance groups lower than the SRT at group 44. Our sample driver was quoted £716, compared with £932 for the Grand Cherokee.

On top of this, the Turbo has longer service intervals at 20,000 miles/two years. Porsche hasn't released servicing prices for the Macan yet, but with labour time and component costs similar to those of the Cayenne, six years' routine maintenance will come in at around £1,510. This is £114 less than the SRT will cost to service for just three years.

Although it's lighter than the Grand Cherokee, the Macan is no eco-champ. It averaged 21.4mpg – a small margin that'll save you £325 a year.



Porsche M



Practicality 4.2/5

THE Macan's boot is less spacious than the Grand Cherokee's, but features clever solutions including rails to divide up the load bay.

Cabin storage isn't quite on the same level as it is in the Jeep, though. The glovebox is good, but smaller door bins and a more cramped central cubbyhole mean there isn't as much space to stow everyday items such as mobile phones and bottles of water.

Like the Jeep, the back seats fold almost flat, with a clean load-through space. Overall, both luggage bays are compromised, because the full-size spare in the SRT and the subwoofer in the under-boot void in the Macan eat into usable volume.



Macan



CO₂/tax

208g/km
£290 or 36%



Practicality

Boot (seats up/down)
500/1,500 litres



Performance

0-60/30-70mph
4.3/4.0 seconds



Braking

70-0/60-0/30-0mph
44.5/30.2/8.8m



Running costs

21.4mpg (on test)
£88 fill-up

Quick

HUGE torque is available from low revs, which makes the turbocharged Macan feel by far the more immediate performer along a twisty B-road

HEAD TO HEAD

Dimensions

THE Macan is 147mm shorter than the SRT, and although the Jeep has the tighter turning circle, the Porsche is easier to manoeuvre. Its £332 optional reversing camera helps here, too, although visibility in both is good. The Macan feels the more compact car to drive as well, and has a higher-quality, more upmarket interior.



Space

DESPITE the Porsche's sloping roofline, there's still lots of headroom in the back. The wheelbase is similar to the SRT's, so there's also good rear legroom. It can't compete with the Jeep for outright space, though – taller adults will still find the Grand Cherokee roomier.



Performance

BOTH cars have huge pace, so benefit from uprated brakes. The Jeep's Brembos are good, but the Porsche's optional ceramic-composite system is better. It stopped the Turbo from 70mph in 44.5m – that's shorter than some sports cars.



Details

CABIN is more snug than that of the SRT, but it feels much more driver-focused. The optional carbon-ceramic brakes deliver eye-popping stopping power

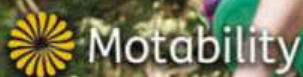


Testers' notes

"I'm not sure about our car's £1,611 Impulse Red metallic paint – it looks pink in some lights. While it attracts plenty of attention, there are still lots of vibrant shades on offer for £608, such as Sapphire Blue."



Sean Carson Senior road tester



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Figures

Porsche Macan Turbo



Jeep Grand Cherokee SRT



On-the-road price/total as tested	£61,689/£76,163	RESIDUALS	£63,995/£66,465
Residual value (after 3yrs/30,000)	£30,801/49.9%	A HUGE disparity in residual values means the more expensive Macan will work out less costly to own.	£20,299/31.7%
Depreciation	£30,888		£43,696
Annual tax liability std/higher rate	£4,392/£8,783		£4,650/£9,300
Annual fuel cost (12k/20k miles)	£2,985/£4,975		£3,310/£5,516
Ins. group/quote/road tax band/cost	44/£716/K/£290		50/£932/M/£505
Cost of 1st/2nd/3rd service	£480/£550/£480	SERVICING	£250/£312/£250
		WHILE prices for maintenance aren't yet official, these are a good guide. With two-year service intervals, the Turbo will cost £1,862 less to keep on the road than its rival over six years' motoring.	
Length/wheelbase	4,699/2,807mm		4,846/2,914mm
Height/width	1,624/1,923mm		1,749/1,954mm
Engine	V6 turbo/3,604cc		V8/6,417cc
Peak power	394/6,000 bhp/rpm		461/6,250 bhp/rpm
Peak torque	550/1,350 Nm/rpm		624/4,100 Nm/rpm
Transmission	7-spd auto/4wd		8-spd auto/4wd
Fuel tank capacity/spare wheel	75 litres/repair kit		93.5 litres/spare wheel
Boot capacity (seats up/down)	500/1,500 litres		782/1,554 litres
Kerbweight/payload/towing weight	1,925/625/2,400kg		2,418/531/2,949kg
Turning circle/drag coefficient	12.0 metres/0.37Cd		11.6 metres/N/A
Basic warranty (miles)/recovery	3yrs(unlimited)/2yrs		3yrs (60,000)/3yrs
Service intervals/UK dealers	20k miles (2yrs)/36		6k miles (6mths)/73
Driver Power manufacturer/dealer pos.	6th/3rd	PERFORMANCE	26th/29th
Euro NCAP: Adult/child/ped./stars	88/87/60/66/5	EVEN though it's down on power and torque, the Porsche delivers its peak outputs over a wider band than the Jeep, hence its pace advantage.	81/69/45/71/4 (2011)
0-60/30-70mph	4.3/4.0 secs		5.3/4.8 secs
30-50mph in 3rd/4th	2.3/3.4 secs		2.7/4.4 secs
50-70mph in 5th/6th/7th/8th	4.4/6.2/7.5/N/A		4.6/8.4/9.0/10.6 secs
Top speed/rpm at 70mph	165mph/1,900rpm		160mph/2,000rpm
Braking 70-0/60-0/30-0mph	44.5/30.2/8.8m		49.0/31.5/9.9m
Noise levels outside/idle/30/70mph	68/54/58/67dB		70/52/60/68dB
Auto Express econ (mpg/impl)/range	21.4/4.7/353 miles		19.3/4.2/397 miles
Govt urban/extra-urban/combined	24.6/37.7/31.7mpg	STANDARD KIT	13.8/28.0/20.2mpg
Govt urban/extra-urban/combined	5.4/8.3/7.0mpl	THIS is the only area where the Macan trails the Jeep. You get less standard kit, so will need to select some expensive options – like a parking camera – to match it.	3.0/6.2/4.4mpl
Actual/claimed CO2/tax bracket	305/208g/km/36%		338/327g/km/37%
Airbags/Isofix/park sensors/camera	Eight/yes/yes/£332		Nine/yes/yes/yes
Automatic 'box/stability/cruise control	Yes/yes/yes		Yes/yes/yes
Clim control/leather/heated seats	Yes/part/£284		Yes/part/yes
Met paint/xenon lights/keyless go	£608/yes/£477		£720/yes/yes
Sat-nav/USB/DAB/Bluetooth	Yes/yes/yes/£272		Yes/yes/yes/yes

POWER vs MPG
IT might pack lots of poke and make a lovely noise, but the reality is that the Jeep's engine will hike running costs even further.

DRIVER POWER
IF you want to compete with the likes of Porsche, Audi and BMW, customer service has to be up to scratch, as well as performance. Jeep is currently lacking here.

HIGH CO₂
A 6.4-litre 'Hemi' V8 might sound great, but it has its drawbacks. CO₂ emissions are incredibly high, even compared to the Macan's. Road tax is £215 more expensive, too.

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
.co.uk

IF you're a cash buyer, you can make a huge saving on the SRT. Broker *Buyacar.com* is offering a brand new high-performance Grand Cherokee with a £10,250 discount on the list price, which means you can get the super-SUV for a bargain £53,745.

There are also tempting deals to be had for finance buyers, because the same website is promoting an £822-per-month deal on the Jeep. This offer is based on the discounted list price above on a 48-month contract with interest charged at 7.9 per cent APR.

You'll have to put down a £5,370 deposit and pay a further £19,710 to secure the car at the end of the contract, but it's still a great saving and makes the SRT that bit more attractive.

Porsche rarely discounts its models, and even used examples of the Macan Turbo are still changing hands for excellent money.

There are a number of different official finance schemes on offer through the company's dealers, although the monthly payments, interest rates, deposit and final fee will depend on your personal circumstances.

Results

PORSCHE

BY combining the image, comfort and practicality of a high-riding SUV with driving dynamics most sports cars would kill for, the Macan rises to the top again. And most buyers will sacrifice some space for the higher-quality finish, plus the pace and on-road prowess of the Porsche. Stronger residuals, lower running costs and a more attractive badge cement the victory.



1st

JEEP

THE SRT packs plenty of feel-good factor, with a gargantuan V8 snorting away under the bonnet and its bold and brutish American styling. But even the relative value and decent practicality of this hot Grand Cherokee can't topple the mighty Macan. Nearly £64,000 is a lot to pay and it doesn't drive well enough or feel special enough inside compared to the standard version.



2nd

Bold = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

RIVALS

Other options you might consider...

Porsche Cayenne GTS
PRICE: £73,448 ENGINE: 3.6-litre V6, 434bhp

IT matches the Jeep for size, offers similar practicality and is almost on par on pace, but the Cayenne GTS is a lot more expensive. Your money buys far more composure in corners and, like the Macan, much more of a premium feel than in the SRT.



Audi S6 Avant
PRICE: £58,545 ENGINE: 4.0-litre V8, 444bhp

ALTERNATIVELY, you could go for a conventional choice with an Audi S6 Avant. The estate body means lots of usability, while quattro 4WD makes for imperious all-weather ability. Best of all, it's cheaper than the SRT and the Macan.



Skoda Octavia Scout

FIRST REPORT It's no off-roader, but crossover estate is making a strong case for itself



Dean Gibson

Dean_Gibson@dennis.co.uk

AE I'VE always been a bit sceptical about crossover versions of regular cars. Whether it's upmarket models like the Audi A6 Allroad, or budget versions, such as the Dacia Sandero Stepway, they seem to me like they're trying too hard, and the most off-roading they'll ever do is tackling a high kerb or a grassy field.

What's more, the plastic body cladding, raised ride height and four-wheel drive, where it's offered, mean they command a premium over the standard models they're based on, and usually have higher running costs, too. Well, now it's time to find out if there's more to these cars than meets the eye, as I've taken charge of the Skoda Octavia Scout that has joined our fleet. As it's

based on one of our favourite estates, the Scout is off to a good start, and the black plastic wheelarch trim and silver skid plates, roof rails and wing mirrors nicely complement the Octavia's straight-edged design. In some ways, I think the Scout makes more sense as the flagship of the Octavia range than the hot vRS model – it's grown-up and refined compared to the wild child turbo model.

And as it turns out, the 33mm raised ride height of the Scout is probably a more effective addition to the Octavia than the lowered sports suspension you get on the vRS. The extra height means there's room for longer-travel suspension at each corner, and that ensures the Scout has a pretty comfortable ride, especially in town.

Speed bumps and potholes are dealt with easily, yet the Scout still handles as an

Octavia should, with light, direct steering and sharp responses, albeit with a bit of extra body roll.

However, this is more controlled than with most SUVs, which is a definite bonus of the crossover estate.

And the Scout's talents don't end there, as its motorway manners

are first-class, too. The suspension soaks up all but the harshest bumps, while the plush cabin and quiet diesel engine help it to be a great cruiser. One minor niggle is that adaptive cruise control is a £765 option – it's standard on the top-spec Laurin & Klement version of the Octavia Estate, and it's one luxury that I think would make the Scout even better.

That's about the only issue I have with the Scout's kit list, and is more than made up for by the standard Amundsen sat-nav. It's really simple to enter new destinations, and the mapping is clear. It also incorporates Bluetooth, DAB radio and an iPod connection, so I have plenty of options when it comes to listening to music on the excellent stereo.

Another standard feature is the vast 610-litre boot (although our car's optional space saver reduces capacity by 20 litres), and the one in the Scout has taken everything I've thrown at it so far. Our car also features a handy double-sided floor (a £75 option) which means there's a wipe-clean surface that can handle dirty loads. And while the brown leather and Alcantara interior trim doesn't really appeal to me, it's proved to be hard-wearing and easy to clean.

So far, the Octavia Scout is convincing me that this type of model really works. Fuel economy of 45mpg is respectable, albeit 10mpg short of Skoda's claimed

Driving

SCOUT handles exactly in the manner you would expect an Octavia to, with added bonus of long-travel suspension ensuring the ride is very comfortable



"The Scout makes more sense as an Octavia flagship than the vRS"



OFF-ROAD

Most owners are unlikely to venture much further than up on to a kerb, but 4WD means Scout can tackle grassy tracks

LOADING UP

Lack of boot lip means loading items into the back of the Scout is easy, and optional double floor boosts space



Otis Clay



CO₂/tax
125g/km
£110 or 23%



Practicality
Boot (seats up/down)
610/1,740 litres



Running costs
44.6mpg (on test)
£64 fill-up

Second opinion

"If the majority of SUV buyers were being honest, they don't really need anything more rugged than the Octavia Scout. The 4x4 system is capable enough to tackle muddy tracks - which is about as far as most regular SUVs go - it has plenty of passenger space, and the boot is big enough to take everything you can throw at it. What's more, the Scout's estate car roots mean it'll cost pennies to run when compared to most permanent 4WD models."



James Disdale Road test editor

Essentials**Skoda Octavia Scout
2.0 TDI 4x4**

On fleet since: June 2015

Price new: £25,405

Engine: 2.0-litre 4cyl, turbodiesel, 148bhp

CO₂/tax: 125g/km/£110

Options: Topaz brown paint (£535), xenons with LED daytime running lights (£970), chrome window surround (£255), cornering foglights (£125), double-sided boot floor (£75), space-saver spare wheel (£100), stainless steel pedals (£85), Winter Pack (£600)

Insurance*: Group: 19 Quote: £395

Mileage/mpg: 11,314/44.6mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Standard sat-nav is easy to use and links seamlessly to our man's phone. Bespoke dials add classy touch to cabin



WE DON'T While the seats are comfortable, we're not that keen on the brown leather and Alcantara upholstery. You can specify black as a no-cost option

**Verdict**

IT'S a promising start for the Octavia Scout. The spacious interior has been given an upmarket finish for this flagship model, there's plenty of kit fitted as standard, and the extra suspension travel helps with cabin comfort, both around town and on the motorway, too.

**Boot space**

SKODA has always excelled in offering massive capacity, and the Octavia Scout is no exception, with huge 610-litre boot extending to 1,740 litres with the rear seats folded



Our cars



Steve Fowler

Steve_Fowler@dennis.co.uk
@stevefowler

AE WHEN life is absolutely hectic, your car needs to rise to the occasion. And with a house move on top of the usual manic pace of running three kids around and working, it's been a busy few months for us Fowlers.

Yet, thankfully, our Range Rover Sport has proved to be as much of a multi-purpose vehicle as a sports utility vehicle. It's hugely versatile and still puts a big smile on my face every time I drive it. I opted for the five-seat version rather than paying the extra £1,600 for seven, but I think I'd have gone for the extra seats in hindsight. With a family of five, two more seats can be useful when friends or family come to stay, even if they'd be tight for my adult-sized kids.

However, the boot has been put to good use; not only while moving house, but also on the numerous trips to the local DIY store. My daughter discovered the 'ski hatch', which was especially helpful for the six-foot-long hanging rails, while the seats fold for the obligatory flat-pack furniture.

Annoyingly, they don't fold completely flat and remain at a slight angle, which makes loading long items awkward and has them pointing skyward with a gap underneath.

Plus, you can't fold the seats down from the back of the car – you have to go around to the side, open the doors and flip them forward once you've found the lever at the side. Still, those rear seats are as comfy as they are stylish, with their leather watch strap finish. There's always going to be a bit

Range Rover Sport

THIRD REPORT Classy SUV is the ideal foil for our family man's busy life



CABIN Leather is comfortable, while cup-holders in centre console are handy



NEED TO KNOW

Rear seats offer plenty of legroom for Steve's kids, but angled load area with them folded can be hard to get along with – it hasn't helped in recent house move



"Range Rover Sport is hugely versatile and still puts a big smile on my face every time I drive it"

of a fight between my 16-year-old daughter and her 15-year-old brothers over who sits in the middle (my wife usually bites the bullet to keep the peace), but legroom is good.

Also, the panoramic glass roof is a family favourite for keeping the cabin bright and for improving the view out – it's amazing what you get to see when you look up, although when driving I have to take their word for it. I have to admit, though, that I

prefer driving the Sport on my own – the excellent Meridian audio system transports me to my own little world away from the hectic reality of life.

But even better is when I get the opportunity to turn the Terrain Response controller to dynamic mode and slide the stubby gear selector across to Sport mode – then our car really starts to live up to its name. The steering instantly becomes



Pete Gibson

Essentials

Range Rover Sport SDV6 Autobiography Dynamic

On fleet since:	December 2014
Price new:	£77,850
Engine:	3.0-litre V6, twin-turbodiesel, 253bhp
CO₂/tax:	185g/km/£225
Options:	22-inch wheels (£1,200), Meridian Signature Reference System (£4,000), perpendicular park assist (£900), rear entertainment pack (£1,500), traffic sign recognition (£600), Stealth Pack (£1,300)
Insurance*:	Group: 45 Quote: £619
Mileage/mpg:	12,022/31.2mpg
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Panoramic roof gives the cabin an airy feel and provides an amazing view out; Meridian sound system is the perfect companion when travelling alone



WE DON'T Practicality wise, the back seats are a nuisance. You have to reach over from the rear doors to stow them away and they don't fold completely flat

Verdict

WITH its blend of style, space and sharp driving dynamics, the Range Rover Sport is proving to be a firm Fowler family favourite. There are some practicality niggles, but it's not enough to take the shine off of the ownership experience.



Fleetwatch



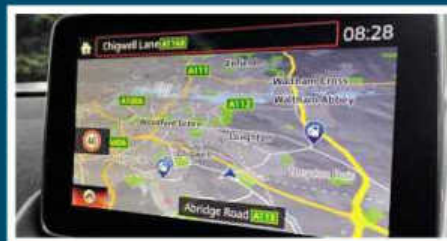
Chunky 500's styling may not appeal to all, but reporter Lawrence was impressed with the car's performance

Fiat 500X

THE latest addition to the Auto Express fleet is the chic and chunky new Fiat 500X. Our Ice White 1.4-litre MultiAir 140 Lounge model costs £21,345. While that may seem pricey, it comes loaded with kit, including sat-nav, the Beats HiFi upgrade and Safety, Comfort and Visibility packs.

Those packs bring important tech, such as auto braking, blind-spot monitoring and a rear-view camera. News reporter Lawrence Allan took it for a weekend away and came back surprised at how much he liked it.

The retro styling certainly wasn't to everyone's tastes, but all were impressed by the upmarket feel and materials inside, which felt a world away from Fiats of only a few years ago. There's decent space, too, despite the curvy shape and roofline. Sure, it's not particularly thrilling to drive, but the turbo petrol engine is torquey and the car rides and handles tidily. However, Sport mode is best avoided, as it makes the steering unnaturally heavy, while 220 miles of mixed driving resulted in a disappointing 32mpg. We're hoping that will improve over time.



Mazda 2

SPEND a lot of time behind the wheel of a car, and you start to appreciate the little things that are designed to help you get about. As our Mazda 2 is a top-spec Sport Nav model, it features sat-nav, which in itself is a really handy feature – but the software has a few neat extras that make the most of the system.

When you have the map displayed, you can drop the buttons off the bottom of the touchscreen to show more of the map. Then, at the top of the display there's a line of text that shows the name of the street you're on.

Nothing unusual so far, but at the bottom of the map, another line of text shows the name of the road at the next junction you're going to pass. If you're not entirely sure of your surroundings, this is a real bonus.

Another feature of the nav is that when you're driving through a tunnel, the map switches to a tunnel graphic, plus on the right-hand side of the screen there's a plan view of the tunnel showing how long it is and how far you've travelled through it. Clever.

Our fleet INDEX

Audi RS3	New arrival
Citroen C4 Cactus	Issues 1,365, 1,374
Fiat 500X	New arrival
Fiat Panda Cross	Issues 1,359, 1,369
Ford Mondeo	Issues 1,373, 1,377
Honda CR-V	New arrival
Kia Soul EV	Issues 1,350, 1,360, 1,373
Lexus NX 300h	Issue 1,377
Mazda 2	Issues 1,370, 1,381
Peugeot 308 SW	Issues 1,342, 1,356, 1,368
Range Rover Sport	Issues 1,356, 1,363
Renault Twingo	Issue 1,368
SEAT Leon X-Perience	New arrival
Skoda Octavia Scout	New arrival
Suzuki Vitara	Issue 1,379
Toyota Verso	Issue 1,381
VW Golf GTI	Issues 1,320, 1,332, 1,341, 1,352, 1,364, 1,373



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Second opinion

"It's hard to see why you'd buy a full-size Range Rover over the cheaper Sport. There's very little to separate the two for space and refinement, while the Sport is equally upmarket, better to drive and has the option of seven seats."



Dean Gibson
Deputy road test editor



Practicality

Boot (seats up/down)
784/1,761 litres



Running costs

30.7mpg (on test)
£91 fill-up



meatier, the adaptive dynamics tense up and the auto box holds on to gears longer. It keeps the Range Rover incredibly flat in corners for such a tall car, with astonishing levels of grip. And although the V6 diesel is the smallest engine available, I've never wanted for more power. So, the Sport is turning out to be all things to this man, and as the first service comes around, we'll see if the dealer network can be just as impressive.



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THIS WEEK'S HOT KIT



SLOT CARS GO HI-TECH IN NEW SMART RACE GAME

NEW PRODUCT

Real FX racing game

RRP: £99.99 Contact: www.realfxracing.com

THE new Real FX package promises to combine the best bits of slot car and console racing games. The company behind it claims it uses artificial intelligence to allow you to overtake and undertake, making rivals look old hat and delivering a true racing experience.

With slot car set-ups, you always need a friend to grab the other controller for a race. But Real FX lets you enjoy the fun on your own by challenging the pace car, like a video game. The race cars have the familiarity of a radio-controlled car, but the programming is sophisticated. It means there's no definitive line to follow on the hi-tech Sensor-Track, and therefore no limits. With a bit of practice, you'll even be able to get the cars to power slide.

The 20-segment Sensor-Track is impressive, too. It monitors lap times and race positions, and throws up new challenges with 'virtual' engine problems, plus mechanical wear and tear. Issues such as tyre blowouts and oil spills also interrupt



With Real FX, you can challenge pace car if you don't have a friend to race against

racers, as do pitstops. The track pieces create up to 40 different layouts, and click together in seconds.

Real FX looks great fun for anyone aged eight and over, and will be available later this year.



Cat Dow

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q Best buys for cleaning hands

I LIKE to carry out my own vehicle maintenance, but I find the soap for shifting grime from my hands really dries out my skin. What's best for stopping this happening?

Haedish Sampson, E-mail

A THE Bilt-Hamber heavy-duty citrus handwash won our test in Issue 1,355, and a huge container costs around £15. If you've got sensitive skin, it's worth trying Swarfega Orange, which came third. As it's made with natural ingredients, it should cause less irritation. A 450ml pump-action bottle is around £10.

Q Tyre speed rating query

MY wife's 2010 Nissan Note 1.6 is currently running 185/55 R16 83V tyres. Is V-rated rubber really necessary for this car, or would fitting H-rated tyres be OK? Could this affect the insurance rating and premium?

Colin Horsey, E-mail

A THE letter refers to the tyre's speed rating, and is a minimum requirement. It's not about how fast you drive, but the capacity of the rubber. Many insurers will invalidate your policy if you drive without the minimum spec. For V-rated cars you can go up to W, but not down to H.

Q Which compressor's best?

I'VE recently retired, and as a project I'm taking on a couple of rusty cars I bought a few years ago. One has a flat tyre. I'm thinking of buying an air compressor to get them up and running; which one would be a worthwhile investment?

Mike Hutchings, E-mail

A THE Ring 12V RAC625 air compressor won our Issue 1,353 group test, and runs off the car's power. It can inflate 13-inch tyres in less than three minutes. With its large, bright, digital display, it's ideal for working during the winter, too. You should be able to pick it up for £34.99.

CLEVER NEW BIKE RACK MAKES LIFE SIMPLE

FIRST TEST

Thule Raceway 3 Rear Mounted Car Cycle Carrier 992

Best price: From £260 Rating: ★★★★★

Contact: www.thule.com

CYCLE racks can be great for family holidays or park and ride commutes. But in our tests over the years, we've found rear-mounted carriers more fiddly than towbar or roof versions. Thule's new three-bike Raceway 992 carrier reverses the trend, though; it's really easy to use.

You simply lift the solid plastic levers to angle the sturdy metal frame into place neatly against your car's bootlid. Strong ties then anchor the carrier in place from the top and bottom, and you can tighten these using the 'dials' at the side.

A lockable panel on either side of the tethers allows you to loosen them again and protect the frame from theft. And as with the metal frame, the tethers and hooks are covered in soft plastic cushioning to protect your paintwork.

Vertical clasps help keep the bikes perpendicular and the pedals away from

the car, which we liked. However, the plastic hooks that fix these removable mounts to the frame appeared to warp under the pressure of a motorway drive.

Even so, the horizontal clasps on the top were really easy to fit and the final bike holder has a lock for securing all your cycles if you want to leave the car.

This Thule rack isn't very light, and it's not cheap, either, but it's safe, secure and really convenient – far more so than other rear-mounted carriers. We're hoping for more sunshine so we can use it again.

"Thule rack isn't very light, and it's not cheap, but it's more convenient than other boot-mounted carriers"



SECURE Thule's Raceway 3 is easy to attach to your car. It locks in place, and locks bikes to rack, for when you leave your car parked



news, deals & events



TomTom maps now cover 134 countries

SAT-nav giant TomTom has added 13 new countries to its global database. The TomTom mapping system now claims to offer 45.6 million kilometres of coverage, and serves 4.3 billion people globally.

Macedonia, Panama and Iraq are among the newest countries to be included, which will take total coverage up to 134 nations.

TomTom has also teamed up with Bosch to develop more built-in systems for car makers.

New Toyo tyre gets grip for small SUVs

TOYO Tires has developed a new rubber compound for smaller crossovers and compact SUVs.

The CF2 uses a brand new silica tread compound to improve the tyre's fuel economy by reducing wet weather braking distances through better levels of grip.

Toyo claims wide grooves and a rib pattern will help with resistance to aquaplaning. Prices are to be confirmed, but are expected to be in line with the current market levels.

Historic estate hosts classic car show

THE historic Shugborough estate, on the edge of Cannock Chase in Staffs, hosts the Classic Car and Transport Show on Sunday (9 August).

There'll be a display of over 1,000 vehicles in the beautiful grounds, dating back as far as 1920 and including motorbikes, kit cars and American Hot Rods. Adult tickets cost £8, with children getting in for £3, and the prices also include access to the National Trust gardens, arboretum and tea rooms. Click on transtar-promotions.co.uk for info.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

COMPETITION WIN a set of Marshall ear defenders

THIS week, we've teamed up with Marshall to give away a pair of stylish British-made Sanctuary ear defenders, worth £159.

The leather defenders are ideal for wearing in the pits on a track day, as they filter out dangerous levels of sound while still letting you hold a conversation. Visit marshallsanctuary.com for info – and for a chance to win, just answer this question:

Which homegrown driver won the 2015 British Grand Prix?

1) Jenson Button 2) Lewis Hamilton 3) Will Stevens



Enter via www.autoexpress.co.uk/Marshall-Competition Competition closes at midnight on Sunday 30 August.

For terms and conditions, go to www.dennis.co.uk/comp/terms. All entrants must be aged 18 or over. Editor's decision is final.

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Mini test

TOP DOWNLOAD

CamOnRoad

Price: Free Available for: iOS, Android

THIS is a great app that's boosted by the fact it's available on both mobile phone platforms. It stands out from its rivals in this test because it's so simple to use.

Storing footage on your phone can be difficult with these apps, especially for those with not much capacity left, but CamOnRoad helps by sharing it with an Internet-based cloud storage account. Registering with the online portal is fairly straightforward.

It also comes with some handy additional features – it shows points of interest like petrol stations, as well as speed camera locations. Trouble is, this is encouraging you to look at the screen while driving, which is against the law and could get you in trouble.

Rating: ★★★★★



Dash cam apps answer the call to beat scams

Cat Dow

WE'VE talked about the dash cam boom many times in these pages, with more drivers fitting the devices to record their journeys, protect against crash for cash scams and enjoy the discounts some insurers offer.

But why splash out on a camera when a smartphone app can do the job? It's five years since the first basic options appeared – and now we've tested three of the top free apps.

When using one, it's crucial you have plenty of juice in your phone, or plug it into the power socket, as the video function can drain the battery.

It's against the law to view the screen while driving, too, so position your smartphone mount out of sight.

Our test compared video features, integration, reliability and ease of use. Our champ, CamOnRoad, won comfortably as it's easy to use and available on iOS and Android phones.

“Why splash out on a dash camera when a smartphone app can do the job?”

DECENT CHOICE

AutoBoy

Price: Free Available for: Android

IT'S easy to navigate around AutoBoy and integration with YouTube for storage is a smart move, as Android users will already have a Google account.

If it detects a collision, it'll start emergency recording – this kicked in when our mount fell off the screen, and it's useful for insurance purposes.

We'd have liked the controls to adjust automatically when the camera moved to landscape mode, but this is a good app.

Rating: ★★★



FLAWED PERFORMER

CarCamApp

Price: Free Available for: iOS

OUR experience of CarCamApp wasn't great. The app really struggled to open the video functionality smoothly, and often just recorded a black screen.

We liked the fact it offered options to customise video quality and video playback, though, as well as the highly convenient cloud integration through DropBox. But none of this is much use when the app's performance is so slow – it hindered the software's operation.

Rating: ★★



books, apps & games

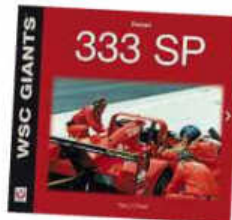


WSC Giants: Ferrari 333 SP

Terry O'Neil (Veloce Publishing, www.veloce.com)

Price: £16.99 (paperback) Rating: ★★★

FERRARI quit endurance racing in 1973, then returned two decades later in the 1994 World Sports Car Championship. The new journey didn't start perfectly, and this book takes you on a chronological journey through the drama as Ferrari fought to dominate the sports prototype class. This easy, fast-paced read is great for endurance racing fans.

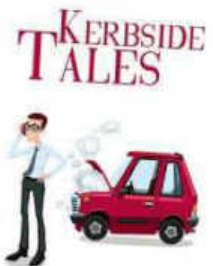


Kerbside Tales

Chris Randall (Olympia, olympiapublishers.com)

Price: £6.99 (paperback) Rating: ★★★

IF you ever get stuck at a family party with an unfunny uncle, his anecdotes would read like this tribute to troubles at the roadside. The tales can raise a smile, but the punchlines are lost in the frequent tangents author Randall finds himself heading off on. This book is well written and descriptive enough, but ultimately it needs more outrage and overplay to pack a punch on the shelves.



Chris Randall



GT Ride

Available for: iOS, Android

Price: Free Rating: ★★★

THIS Kia app is very stylish. You custom design a track by tilting your phone, creating something more like a rollercoaster. You then race a Kia Pro_cee'd around it. More gameplay is needed, but for a free app, there's top-quality development behind it.



App of the week



National Trust

Available for: iOS, Android, Windows

Price: Free Rating: ★★★★★

THIS app is great for planning a summer day out in the car. It locates the nearest National Trust site and provides directions, plus opening times and what's on. The map view shows all locations, helping you plan stop-off points on a journey.



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Battery: 18V Li-ion

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www.panasonic-powertools.eu

BEST BUY

JAPANESE giant Panasonic finished second in our last impact wrench test (Issue 1,282), but takes the win this time round, with this super compact and light design just edging the similar Makita. Its brushless motor had no trouble spinning off our test bolt at 175lb/ft and the 4.2Ah battery has plenty of stamina – although there is a choice available, including a 14.4V option. As you'd expect for this money, you also get a switchable work light, battery monitor and variable torque.

Rating: ★★★★★



Makita DTW281

Best price: £289 Battery: 18V Li-ion

Contact: 01908 211678,

www.makita.co.uk

RECOMMENDED

TOP quality from this compact Makita, which was close to taking the win here. The tool has a good balance – it sits comfortably in the hand with a well positioned direction change slider. Punchy brushless motor easily spun off our test bolt and felt like it could have handled a far tougher test. Unlike the Makita we tested last time, this has variable torque and a battery monitor to go with the handy work light above the trigger.

Rating: ★★★★★



IMPACT WRENCHES

Which of eight powerful tools is essential for car DIY?

PRODUCT GROUP TEST 5 | 8 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

THE latest compact brushless motors and potent lithium-ion battery tech mean impact wrenches no longer need to be heavyweights; they can be used for general maintenance.

These tools are still the number one choice for changing wheels, making switching from winter to summer tyres quick and easy, but the latest are light enough to be used as power ratchet wrenches, quickly spinning off nuts and bolts. And when facing rusted fasteners or over-tightened wheel bolts, the impact action soon releases them. They're great for the boot or workshop, but which is our choice?

Sealey CP3005

Best price: £342 Battery: 18V Li-ion

Contact: 01284 757500,

www.sealey.co.uk

PART of Sealey's Premier range, this wrench really packs a punch and is rated up to 650Nm – most here are around half that. No surprise then that we'd barely pulled the trigger before the test bolt was spinning. The price you pay for that grunt is weight, although the CP3005 is quite well balanced. We tested the new-for-2015 V2 with high-capacity 4Ah power packs – up from the 3Ah of the previous version – although we're told there should be no price difference so our price is for the older kit.

Rating: ★★★



Clarke CIR220

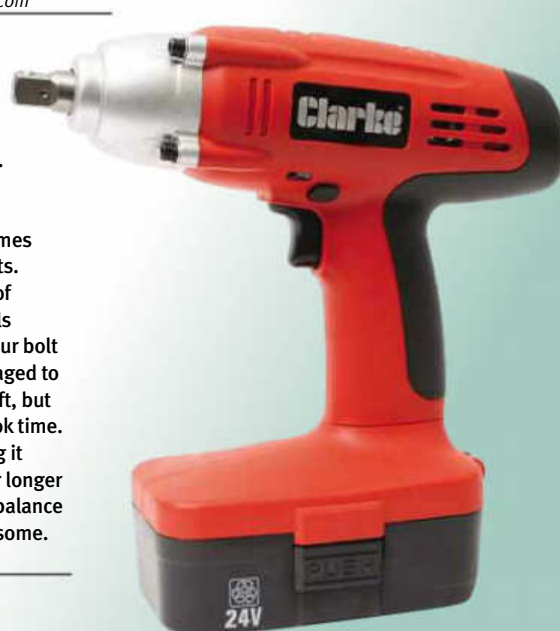
Best price: £107.98 Battery: 24V NiCad

Contact: 01992 565300,

www.clarkeinternational.com

FORMER test winner is finally starting to show its age in the face of ever improving competition. It's still impressively cheap and is great for wheel changes as it comes with four impact sockets. Not so good is its lack of grunt in the face of tools that breezed through our bolt test. It eventually managed to shift the bolt at 175lb/ft, but it was marginal and took time. Plus, it's heavy, making it tough on the wrist over longer periods, although the balance isn't as nose heavy as some.

Rating: ★★★



Draper CIW24

Best price: £148.48

Battery: 24V NiCad

Contact: 023 8049 4333,

www.draperools.com

RECOMMENDED

IF you want an impact wrench primarily for changing wheels, this is the one. It had a little more trouble loosening our test bolt at its maximum, but it did it and at around half the price of our top two. And you get a side handle, plus four impact sockets in common wheel bolt sizes. Draper hasn't skimped on batteries – as with the other kits here, you get two. But this is the heaviest tool on test, with a lot of nose weight, so it's hard work over long periods.

Rating: ★★★★★



Bosch GDS 18V-EC 250

Best price: £478

Battery: 18V Li-ion

Contact: 0844 7360 109,

www.bosch-professional.co.uk

PROFESSIONAL quality from this Bosch tool, which comes with two high-capacity 5Ah lithium-ion batteries. There's a work light in the nose which, like the Makita, stays on for a few seconds after the trigger is released. You also get a belt clip and wrist strap, plus battery status indicator on the power pack. Our test bolt barely troubled it, and the grip is well shaped. It's a touch bigger than our top two and a little trickier to control at low speeds, but a great option if you can justify the cost.

Rating: ★★★★★



TIGHT FIT

Each wrench was used to loosen an overtightened bolt, plus we rated balance and value

How we tested them

THE priority has to be tackling hard-to-shift fasteners, so we tightened a bolt in stages up to 175lb/ft and then tried to loosen it with each tool. Ease of use played a larger role this time around, as doing jobs other than changing wheels helps justify the cost. We rated balance, weight and size, as well as what you get for your money, looking for impact sockets, two power packs, battery status indicators and work lights. Finally, we took into account price from a range of online sources as we went to press.



Verdict

SMALLER tools, which can be used on jobs other than changing wheels, starred in this test. The super compact Panasonic EY75A2 led the way from the Makita DTW281. Completing the podium was our budget pick: the big 24V Draper.

1. Panasonic EY75A2
2. Makita DTW281
3. Draper CIW24

Draper CIW19NMH

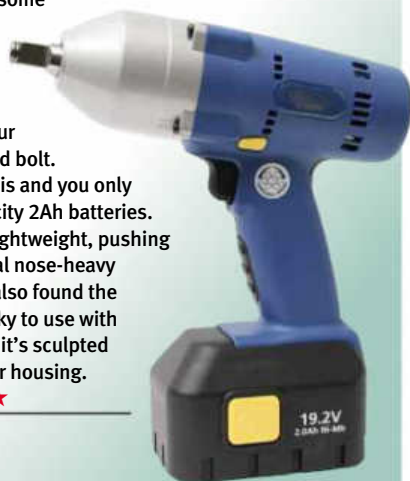
Best price: £251.92 **Battery:** 19.2V Ni-Mh

Contact: 023 8049 4333,

www.draperools.com

THIS nickel-metal hydride Draper bridges the gap between the nickel cadmium tools and the latest lithium-ion-powered kit. It certainly has some punch as it's rated at 519Nm and was barely troubled by our over-tightened bolt. You pay for this and you only get low-capacity 2Ah batteries. Plus, it's no lightweight, pushing 3kg with a real nose-heavy balance. We also found the slider bar tricky to use with the thumb as it's sculpted into the motor housing.

Rating: ★★★★★



Bosch GDS 18V-LI HT

Best price: £552 **Battery:** 18V Li-ion

Contact: 0844 7360 109,

www.bosch-professional.co.uk

THIS monster Bosch tool is for heavy users who need its 650Nm punch. Like the Sealey, the bolt test was over in a flick of the trigger, plus you get a long run time with the 5Ah batteries. As with so much professional kit, you can tailor the package to suit your needs and with 4Ah batteries it's around £100 less. Still not cheap, but you get a lot for your money including a battery indicator and a work light on the base.

Rating: ★★★★★



WORKING ON YOUR CAR? YOU'LL ALSO NEED OUR BEST TROLLEY JACK

Clarke 2.25 Tonne Low Profile Trolley Jack CTJ2250LP

Best price: £47.98

Contact: 01992 565300, www.clarkeinternational.com

THE majority of work tackled with an impact wrench will also require a jack to lift the car for working on suspension or wheels. Our Issue 1,336 Best Buy is this impressive jack from Clarke. It has a useful range, but critically for sports cars or modified models, it goes as low as 80mm. It's supplied without a case, although you do get standard non-impact sockets in common wheel bolt sizes neatly held on the chassis, as well as the long handle. We also liked the protective rubber pad on the saddle.

Rating: ★★★★★



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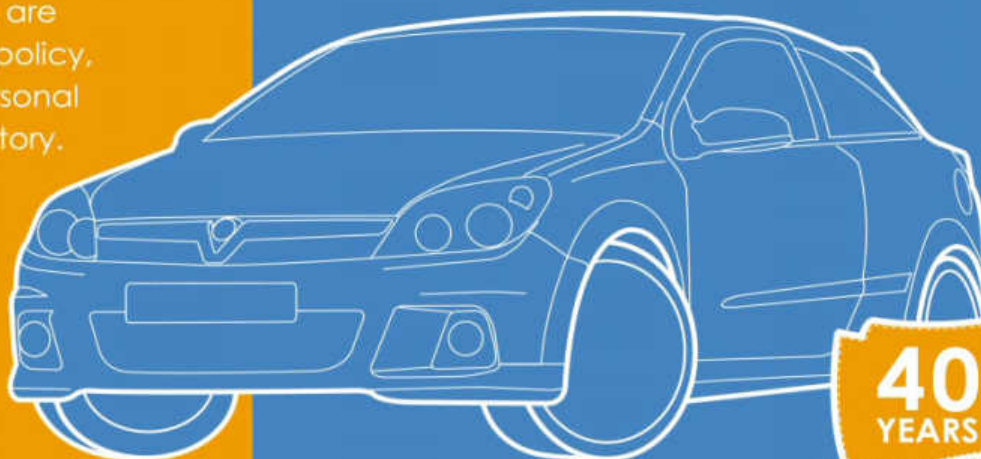
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2015 Results Focus Mk3 Factfile

Years: 2011 to present **CO₂:** 136g/km
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Prices: From £7,920

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PERFORMANCE						98
ROAD HANDLING						50
RIDE QUALITY						45
EASE OF DRIVING						141
SEAT COMFORT						96
PRACTICALITY						116
IN-CAR TECH						45

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"Excellent safety features and lots of kit for a reasonable price."

"The Focus is a really fun car to drive. I always return home with a smile on my face."

"A comfortable car to drive. I'm really impressed with the seats and control layout."

"A great all-rounder; tackles motorways and the Sunday shopping trips equally well."

"Everything you'd expect from Ford – reliable and practical."

NOT SO GOOD

"MY Focus had some issues with the keyless entry and door locks."

"A little too much plastic inside for my liking."

"The window winding mechanism has required me to make a couple of visits to the dealer."

"The stop/start system doesn't always work."

"A few rattles can be heard after a year of driving."

"I've had to sort out a few electrical niggles."

"The air-conditioning has malfunctioned once or twice."



How do you rate your car?
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Martin Saarinen

Got any car queries?

Martin_Saarinen@dennis.co.uk
@AE_Consumer

Q Sandero clutch woes

MY Dacia Sandero has gone through two clutch cables in two years. The dealer says this is unheard of, but I'd like to know if other owners have had similar issues. Can you help?
Tony Jennings, E-mail

A WE'VE not heard of other Sandero owners experiencing similar problems with faulty clutch cables. A few have pointed out that the bite point is unusually high, though, which could mean you're riding the clutch a little and wearing it out.

Q Volkswagen part-ex poser

I'M looking to exchange my 2012 Volkswagen Scirocco for a new Golf GTI in October. Before I negotiate, could you give me an idea of the cash contribution I might be expected to make?
Norman Riley, E-mail

A THE value of your car depends entirely on its condition and mileage. A good comparison is to see how much private sellers are asking for examples of a similar specification. As a guide, a new Golf GTI is £27,500 and the average 2012 Scirocco is listed at £12,000.

Q Are no claims transferrable?

MY son has three years' no claims discount on a motorbike and is now looking to buy his first car. Is he able to transfer the no claims from his motorbike to the car insurance?
Matthew Tomlinson, E-mail

A IT depends on the provider. Some insurance companies are happy to transfer the discount from a motorbike to a car, but they will often ask you to give up the bike. Before your son takes the plunge, it's always best to call the provider direct and ask what their policies are.

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Warrantywise

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



NEED TO KNOW

Make sure plastic valve caps are fitted. Alloy ones corrode, and then weld themselves to the valve.

NEED TO KNOW

The 1.6-litre petrol engine comes with a five-speed manual gearbox; all other engines get an extra ratio.

BUYER'S GUIDE: Vauxhall Mokka

FROM £9,000 Well equipped crossover makes an excellent used buy

AE Richard Dredge

WHEN Nissan revealed its Juke in 2010, it changed the market. Until then, there had been no such thing as a supermini-SUV; the smallest rugged cars were in the class above.

But with new car buyers downsizing and the SUV becoming ever more popular, smaller road-biased off-roaders made a lot of sense. And rivals soon jumped on the bandwagon, with the likes of the Peugeot 2008, Renault Captur and Ford EcoSport, plus the Mokka from Vauxhall.

Despite mixed reviews from the motoring press, the Mokka has proven a great success for Vauxhall, and keen used prices make it a tempting choice for buyers on a budget.

History

THE Mokka reached UK showrooms in November 2012 with a choice of 113bhp 1.6-litre or 138bhp 1.4 Turbo petrol engines, as well as a 128bhp 1.7-litre CDTi diesel.

All manual cars came with stop/start; the diesel was the only model offered with a six-speed automatic transmission. At launch,

there were S, Exclusiv and SE trim levels, but almost immediately Vauxhall announced a new trim for company car drivers – the Tech Line. It came with all of the standard equipment in the Exclusiv, plus sat-nav.

A 1.4T auto was introduced in May 2013, then in March 2015 a 134bhp 1.6 CDTi engine joined the range, in front-wheel-drive auto and manual forms. There was also a four-wheel-drive edition.

Which one?

THE 1.6 CDTi engine is the one to have, but prices start at £17,000 so a 1.7 CDTi is the best alternative. The 1.4T is perky, too, but the 1.6-litre petrol feels rather gutless. Only the Mokka 1.6 was offered in entry-level S trim; it came with ESP, hill descent control, air-con, heated door mirrors and electric front windows, a DAB digital radio, cruise control and a multifunction steering wheel.

The Exclusiv adds dual-zone climate control, USB, automatic wipers, powered rear windows and an auto-dimming rear view mirror, plus parking sensors all-round,

18-inch alloys, electric folding door mirrors and high-beam assist. The SE also comes with part-leather trim, heated front seats, bi-xenon headlights and privacy glass.

Alternatives

WHILE the Nissan Juke was the first of the breed, it's not necessarily the best. It stands out visually and is decent value, but isn't very good to drive and offers limited practicality.

The Peugeot 2008 is comfortable and comes with frugal engines, plus it's very usable thanks to its roomy cabin and boot. But there's no four-wheel-drive option.

The same is true of the Renault Captur, although this offers excellent practicality and smart looks, while it's also safe. But as with most of the contenders in this class, the Captur isn't as good to drive as it could or should be. We wouldn't consider a Ford

EcoSport unless you get a great deal, due to its awkward styling and lacklustre quality.

Verdict

THE Mokka doesn't offer the feel-good factor that so many new car buyers now expect. But owners generally love their cars because they represent such terrific value for money – especially with Vauxhall showrooms generally keen to do deals.

While rampant depreciation doesn't make a new Mokka a great buy, it means it's much more tempting second-hand, and it's not as if the car is completely devoid of appeal. It scores with its spacious interior and it's comfortable.

The build quality is good and all versions are very well equipped. Throw in a choice of front or four-wheel drive, and there are lots of reasons to give this Vauxhall a closer look.

"Owners generally love their Mokkas because the car represents such terrific value for money"



NEED TO KNOW

The 1.6-litre petrol engine is front-wheel drive only; all other models were offered with a choice of front or four-wheel drive.

Thanks to Imperial Car Supermarkets, Hants, for loan of the Mokka in our pictures
Contact 023 8098 6917
imperialcarsupermarkets.co.uk

Mud flaps

REAR mud flaps were available as an extra, but we think Vauxhall should have fitted them as standard to help reduce the amount of debris on the rear window.



Tom Wood

Spare wheel

THE Mokka doesn't come with a spare wheel of any kind – just a 'mobility kit'. Many owners have invested in a space saver spare wheel, as an accessory.



Wheels

THE alloys sometimes corrode, and this isn't covered by the warranty after 12 months. Rims on SE models can't be refurbished as they have a special finish.



Rear visibility

VISIBILITY isn't great to the rear; on cars fitted with privacy glass, rear three-quarter vision is almost non-existent, especially when you're manoeuvring at night.



Performance

0-62mph/top speed
10.0 seconds/116mph



Running costs

60-62mpg (1.7 CDTi)
£64 fill-up



CO₂/tax

120-124g/km
£30-£110



www.autoexpress.co.uk/driverpower

OUR VIEW

THE Mokka debuted in our Driver Power satisfaction survey last year, finishing 29th, but fell to 88th in 2015. Owners rated its in-car tech highest – ranking it 30th – followed by seat comfort (75th), running costs (88th), reliability (91st) and build quality (92nd). But all the car's other scores were outside the top 100.

YOUR VIEW

JENNY Milchreest from Bath owns a 2013 Mokka 1.6. "I bought my car as an ex-demo, and it was great value," she explained. "It's very well equipped, comfortable and very usable as the interior is surprisingly big. So far my Mokka has been completely reliable; it feels solidly built so I'm hoping to run it for many years yet."



Interior

THE quality of the Mokka's trim and switchgear is good, and while the interior isn't especially clever, the dash is easy to use. Plus, even though it's a 'small' SUV, the cabin isn't short of space; it's almost up there with cars in the class above, and the 356-litre boot expands to 1,372 litres with the seats folded.

Contacts

Official
www.vauxhall.co.uk

Forums
www.mokkaownersclub.co.uk
www.facebook.com/VauxhallMokka
www.vauxhallownersnetwork.co.uk

How much?

	15 2015	64 2014	63 2014	13 2013	62 2012
Model					
1.6 SE	£15,295	£14,395	£13,450	£12,350	£11,695
1.6 Tech Line	£11,995	£11,295	£10,495	£9,695	£9,175
1.4T SE auto	£15,695	£14,695	£13,695	£12,550	N/A
1.4T Exclusiv	£13,795	£12,950	£11,995	£11,695	£10,995
1.7 CDTi SE	£17,795	£16,695	£15,495	£13,495	£13,295
1.7 CDTi SE auto	£17,395	£16,295	£15,195	£13,850	£12,995
1.7 CDTi Exclusiv	£16,395	£15,395	£14,250	£12,450	£12,295

YOU'LL be doing well to buy a Mokka for under £10,000, although if you look hard enough you might find one. The starting point is generally £11,000 for an early car.

Few examples have covered over 25,000 miles; there are plenty of 5,000-mile cars available from just £13,000. This secures a 2014 (64-plate) 1.4T Tech Line or a 2015 (64-plate) 1.6 Exclusiv. There are slightly more diesels than petrols available, but automatics are rare. There aren't many four-wheel-drive Mokkas around, either; if you want one you'll have to spend upwards of £12,000.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.4T 4x4	12-13	42-44mpg	149-155g/km	£145-£180
1.6	5-7	41-43mpg	153-159g/km	£180
1.6 CDTi FWD	14-15	65-68mpg	109-114g/km	£20-£30
1.6 CDTi auto	14-15	55-57mpg	124g/km	£110
1.6 CDTi 4x4	14-15	60mpg	134g/km	£130
1.7 CDTi FWD	12-14	60-62mpg	120-124g/km	£30-£110
1.7 CDTi auto	12-14	51-53mpg	139-144g/km	£130-£145
1.7 CDTi 4x4	12-14	55mpg	129-134g/km	£110-£130

ALL Mokkas need servicing at least every 12 months or 20,000 miles, although a service indicator on the dash highlights if maintenance is needed sooner.

Check-ups alternate between minor (£149) and major (£199). Officially, these prices are for cars over three years old, but most dealers charge the discounted rate for any Mokka. Join the Vauxhall Service Club (it's free) and you'll get half-price MoTs, plus up to 25 per cent off maintenance and repairs. The cambelt on the 1.6 petrol and 1.7 diesel needs replacing every six years or 100k miles, for £259.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£52.38	£40.88
Front brake discs (pair)	£117.60	£80.40
Door mirror glass (electric)	£35.34	£13.94*
Front wiper set	£49.02	£19.20**

Prices for a 2013 1.7 CDTi. Dealer figures supplied by Baylis Vauxhall Worcester (www.baylis.uk.com/vauxhall). Independent prices from Euro Car Parts (www.eurocarparts.com). *Price from www.wingmirrorshop.co.uk for driver's side. Passenger side costs £12.99. **Price supplied by www.wiperblades.co.uk

Recalls

THE Mokka has been recalled only once so far. This was in March 2013 and affected 102 cars built in December 2012. The problem centred on the steering wheel, which sometimes detached from the steering column. This could happen because the securing bolt for the wheel may not have been tightened enough. The solution was simple enough; the bolt just had to be done up to the correct torque setting, with no need for replacement parts.

Car hunter

£10,000 for a spacious hatch, but which one?

Dear Lawrence, I often carry bulky sports kit, so I'm after a reliable mid-size hatch that offers plenty of usable space. What are my options for £10,000?

Tom Jackson, West Berkshire

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE RELIABLE CHOICE



Honda Civic

FOR: Efficient diesel, well equipped, reliable

AGAINST: Awkward looks, dash, visibility

HONDA'S Civic might not be the most accomplished hatch on the market, but it's an ideal choice for what you're looking for. Although its wedgy styling is an acquired taste, the Civic is roomy inside.

The efficient diesel is the pick of the engine range, yet the ride isn't the most composed and the steering is vague. What you can't argue with is its reliability record, which is excellent. We found a 2012 2.2-litre diesel with 38,000 miles for £9,790.

THE REASSURING CHOICE



Kia Cee'd

FOR: Looks good, quality interior, warranty

AGAINST: Weak petrols, lacklustre handling

IT'S often overlooked, but Kia's Cee'd hatch evolved into a genuine VW Golf rival in second-generation guise. Not only is it stylish, it has a well built interior with plenty of space for passengers and luggage.

It's comfortable, too, but the bland handling, dull steering and mediocre petrol engines may disappoint a keen driver. Kia's seven-year warranty is excellent, though, making it a great used buy. You can get a 2013 1.6 CRDi 3 with 32,000 miles for £9,795.

THE SPACIOUS CHOICE



Skoda Octavia

FOR: Boot space, good to drive, solid design

AGAINST: Dull styling inside and out

ALTHOUGH the latest Skoda Octavia is just out of your price range, its predecessor still suits your needs. It's based on the VW Golf's chassis, but its saloon-like shape makes for a huge boot and loads of room.

While it looks dowdy next to more modern rivals, the Octavia's comfortable, handles well, features a range of punchy and efficient engines and is solidly built. In the classifieds, we spotted a 2012 2.0-litre TDI Elegance version with 48,000 miles for £9,495.

INTERIOR



THERE'S plenty of space inside for passengers, while the 477-litre boot should swallow lots of bulky sports gear. Dash materials are a little cheap, however, and the layout is confusing. Plus, the spoiler blocks the rear view.



KIA'S cabin design is classy, its materials are upmarket and the layout is easy to get on with. It's actually the least spacious car of the three here, but there's still decent room and plenty of practical touches.



ALTHOUGH the Skoda's interior is a bit drab and dark, there's no arguing with the quality or usability. The saloon-style shape means there's loads of space, and translates into an enormous 560-litre boot capacity.

RELIABILITY



THE Honda Civic's reputation for reliability is its selling point for many, and this 2012 version is no different. Owners offer nothing but praise, and the chain-driven engines should give you many trouble-free miles.



KIA'S class-leading seven-year warranty provides the ultimate peace of mind for owners. Still, we've not heard of many issues with the Cee'd itself, so you may never have to use the warranty.



SKODA consistently performs well in our Driver Power satisfaction surveys, and the Octavia is a star. Proven VW mechanicals mean it shouldn't go wrong, and it's been around long enough for faults to have been sorted.

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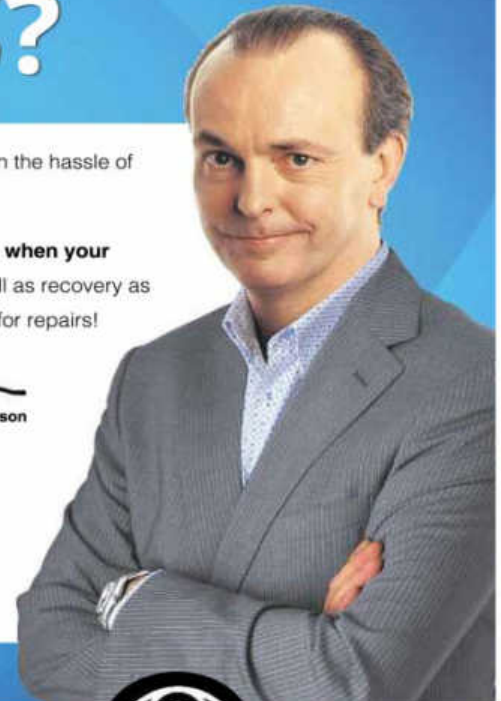
Quentin Willson
Designed by **Quentin Willson**



QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

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In a class of their own

Rugged estates are a rare sight, but which is the better used buy?



Classy styling and solid feel set Audi apart



Audi A4

48.7mpg (official)
£71 fill-up



A4 Allroad 2.0 TDI quattro

Years: 2012 to date **Engine:** 2.0-litre 4cyl, 175bhp

Insurance group: 27E **Econ/CO₂:** 49mpg/153g/km

Why? Jacked-up Allroad model adds some off-road ability to the classy and capable standard A4 Avant.

Prices from: **£15,250**

AUDI'S Allroad models are some of the most popular choices in the rugged, four-wheel-drive estate class. The A4 is a top buy, and although it's an older car underneath, it looks classy compared to the slightly fussy Peugeot.

Inside, the smaller dimensions mean rear seat space is a bit tighter, but the boot is larger as there's no battery pack. Plus, the cabin is solidly built and user-friendly, although it lags behind the 508's in terms of equipment.

On the road, the Allroad is comfortable and composed on bumpy surfaces thanks to its extra spring travel. It's also much lighter than the 508 and better in bends. Neither of these cars will keep up with a Land Rover off-road, but you could tackle rutted gravel tracks without hassle, while the 2.0-litre diesel is a strong performer, if not quite as economical.

The standard Mk4 A4 finished 151st in our Driver Power 2015 satisfaction survey – it's an old car now. Yet most VW Group models that share these mechanicals have proven reliable.



A4 Allroad is composed on the road; maximum boot capacity of 1,430 litres is very useful

1 Audi A4 Allroad

★★★★☆

THE Audi wins here thanks to its superior dynamic ability and better cabin quality. It's not as economical or well equipped, but it'll be the better ownership choice on the used market.



While 508 looks different, it has plenty of kit



Peugeot 508

68.9mpg (official)
£84 fill-up

Peugeot 508 RXH Hybrid4

Years: 2012 to date **Engine:** 2.0-litre 4cyl, 200bhp

Insurance group: 33E **Econ/CO₂:** 69mpg/107g/km

Why? Rugged Peugeot estate offers rare diesel-hybrid drivetrain, striking looks and lots of interior space.

Prices from: **£12,995**



Battery pack eats into luggage space; 508 is a refined cruiser; it's just a little heavy handed

2 Peugeot 508 RXH

★★★★☆

THE Peugeot 508 is an intriguing and hi-tech alternative to the norm, but its rarity, hybrid sacrifices and lacklustre driving experience make it difficult to recommend over its rival here.

A RARE version of an already uncommon car on the used market, the Peugeot 508 RXH HYbrid4 is definitely the more interesting model here.

Behind its striking yet slightly awkward looks lies one of very few diesel-electric hybrids on the market. The cabin continues that hi-tech feel, with loads of kit, nice detailing and plush fittings. Still, its overall finish isn't as good as the A4's, with some squeaks, rattles and flimsy trim. The larger Peugeot offers better rear seat space, although the hybrid battery pack eats into the boot capacity.

On the road, the 508 is very refined – it's a great motorway cruiser. It can also run on electric-only mode in town, making it more efficient than the Audi and a cheaper company car. But it's 280kg heavier, which is felt in the unsettled ride, lack of pace and cornering agility.

The Peugeot bettered the A4 in our Driver Power 2015 satisfaction survey, finishing in 104th place, although owners have reported electrical niggles like failed wiper motors.

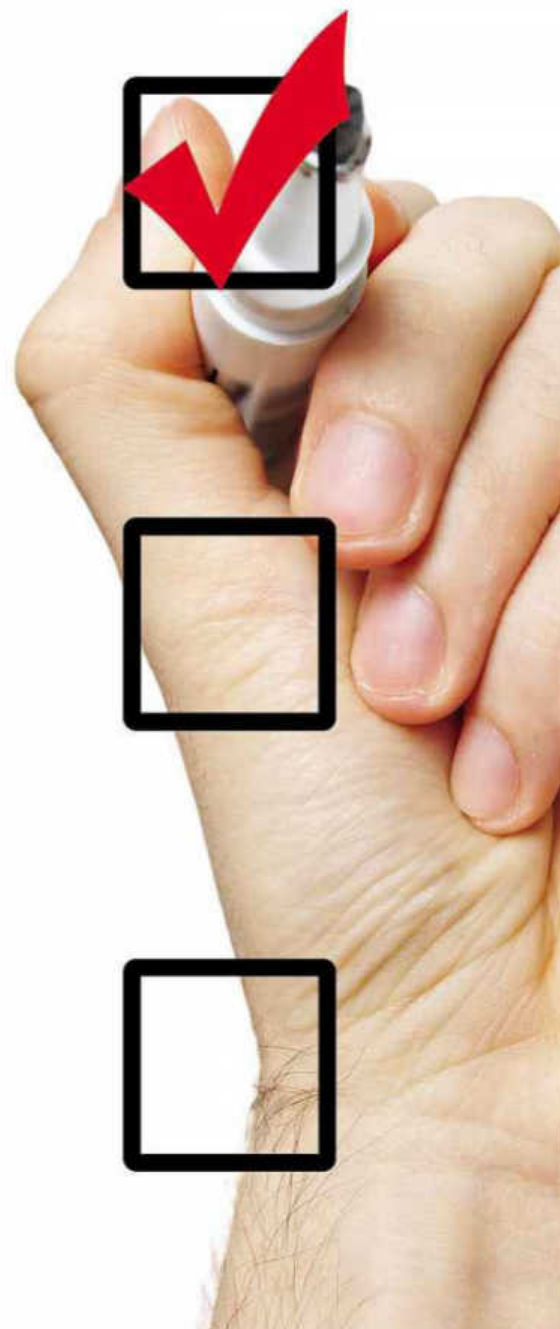


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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E205)
BAND I: 176-185g/km CO₂ (E250/E225)
BAND J: 186-200g/km CO₂ (E490/E265)
BAND K: 201-225g/km CO₂ (E640/E290)
BAND L: 226-255g/km CO₂ (E870/E490)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.co.uk / Brochure: 0800 2227 8400 / Dealers: 25
Warranty: 3 years/unlimited miles

500 - 365x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: 87th

Eco band	MPG	0-62mph	CO ₂	Insurance group	List price
1.4 Tjet 500	G 43.5	7.9	155	27	£14560
1.4 Tjet 595 Turismo	G 43.5	7.4	155	28	£17990
1.4 Tjet 595 Competizione	G 48.7	6.7	155	28	£19990
1.4 Tjet 695 Biposto	G 43.5	5.9	155	38	£32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

Mito - 406x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.5	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12760
1.4 TB MultiAir (140) TCT d'Active	D	52.3	8.1	124	22	£17710
1.4 TB M Air (170) QV Foglio Verde	D	52.3	7.3	124	27	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

Giulietta - 435x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 69th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	£21200
1.75T (240) TCT QV Foglio Verde	G	40.4	6.0	162	25	£28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 398x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A	£51500
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4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£45950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£50950

D5 - 4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905x4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 5082x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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XD3 - 465x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	M	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 5
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£44800

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.co.uk / Brochure: 01505 644444 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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Vantage - 4380x4385x1865mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe GT	M	19.8	4.6	333	50	£140000
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DB9 Volante: add £10000

Vanquish - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194150
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60000 miles

A1 - 3954x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14355
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16330
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15430
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16730
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17405
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18725
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19520
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19400
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25420

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18815
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19915
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20765
1.6 TDI (110) ultra SE 3dr	A	83.1	10.5	89	18	£20865
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22215
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22265
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23615
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24885
2.0 TFSI (300) quattro SE 3dr	G	40.4	5.2	162	36	£30980
2.5 TFSI (367) quattro RS3 Sp/Back J	K	34.8	4.3	189	40	£39950
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	£30340

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, Sportback: add £620, Saloon: add £1545, Cabriolet: add £3360, SE Technik: add £750 to SE diesel, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701x4716x1826mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 151st

1.8 TFSI (170) SE Technik	E	49.7	8.1	134	24	£27420
2.0 TDI ultra (130) SE Technik	B	68.9	8.3	108	23	£29240
2.0 TDI (190) SE Technik	D	60.1	7.7	124	N/A	£29740
2.0 TDI ultra (163) SE Technik	B	67.3	8.3	109	27	£29740
2.0 TFSI (225) Black Edition	H	39.2	6.4	166	34	£36585
3.0 V6 TFSI quattro S tronic S4	I	36.7	5.0	179	36	£40085
4.2 V8 FSI quat s tronic RS4 Avant	L	26.4	4.7	249	41	£56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (190), Avant: add £1200-£1315, quattro: add £1560 to 2.0 TDI (190), S line: add £1085 to SE, Black Edition: add £3420 to SE Technik, S4 Black: add £1075 to S4

A5 Sportback - 4712x4718x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: 26th

1.8 TFSI SE Technik Sdr	E	48.7	8.2	136	27	£30035
2.0 TFSI quattro SE Technik Sdr	G	41.5	7.1	159	29	£34730
2.0 TDI ultra (130) SE Technik Sdr	B	67.3	9.5	109	24	£31385
2.0 TDI (177) SE Technik Sdr	C	60.1	8.5	120	28	£31515
2.0 TDI (150) m/tronic SE Tech Sdr	D	58.9	9.4	127	24	£33340
3.0 TDI (245) quat s tronic S line Sdr	G	48.7	6.2	152	34	£41090

Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

A6 - 4933x4979x1874-1936mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 54th

2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	£31955
2.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	£38095
3.0 TDI (272) quattro S tronic SE	E	55.4	5.5	133	41	£41415
3.0 BITDI quattro tiptronic SE	G	47.1	5.0	159	43	£46125
4.0 V8TT quattro S tronic SE	K	30.7	4.4	214	47	£56000
4.0 V8TT quattro tiptronic R55 Avant	K	29.4	3.9	223	50	£77995

Auto: add £1490 to 2.0 TDI; quattro; add £1760 to 3.0 TDI (218), A6 Avant; add £2000, 5 line; add £2410-£2450 to SE, Black Edition; add £2175 to S line

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The Audi A3 SE Technik ultra
from £229 per month.* Includes:

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- ▶ Cruise control
- ▶ 16" alloy wheels
- ▶ Parking system, rear

audi.co.uk/offers

Business users only with Contract Hire.*

Official fuel consumption figures for the Audi A3 SE Technik 1.6 TDI ultra 110PS manual in mpg (l/100km): Urban 72.4 (3.9), Extra Urban 88.3 (3.2), Combined 83.1 (3.4). CO₂ emissions: 89g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 SE Technik 1.6 TDI ultra 110PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,374.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 July 2015 and 30 September 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (August 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

	Eco band	MPG	l/100km	CO ₂	Insurance group	List price
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4.0 V8 auto Flying Spur L 25.9 4.9 254 50 £136915
6.0 W12 auto Flying Spur M 19.0 4.3 343 50 £147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne M 16.8 5.1 393 50 £230505
6.75 V8 auto Mulsanne Speed M 19.3 4.8 342 50 £253345

Continental - 4804x5290x1916-1945mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 W12 auto GT M 19.5 4.3 338 50 £140845
6.0 W12 auto GT Speed M 19.5 4.0 338 50 £157845
4.0 V8 auto GT L 26.7 4.6 246 50 £130915
4.0 V8 auto GT S L 26.7 4.3 246 50 £139915
4.0 V8 auto GT3-R M 22.3 3.6 295 50 £208645
Continental GT: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

i3 - 3999x1775mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

eDrive auto i3 A N/A 7.2 0 21 £30680
eDrive auto i3 Range Extender A 470.8 7.9 13 21 £33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 101st

1.6 118i SE 3dr D 52.3 8.5 125 18 £20245
1.6 118i Sport 3dr D 52.3 8.5 125 18 £21245
1.6 120i Sport 3dr E 48.7 7.4 136 21 £23295
2.0 125i M Sport 3dr G 42.2 6.4 157 28 £26375
3.0 M135i 3dr J 35.3 5.1 188 37 £31195
1.5 116d ED 3dr A 83.1 10.4 89 15 £22030
2.0 118d SE 3dr B 70.6 8.3 104 19 £23325
2.0 118d Sport 3dr B 70.6 8.3 104 19 £23325
2.0 120d Sport 3dr C 65.7 7.1 114 24 £24775
2.0 auto 125d M Sport 3dr D 61.4 6.3 121 30 £29800
Auto: add £1490-£1685, Sdr: add £530, M Sport: add £1700-£1830

3 Series - 4624x1811mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 51st

2.0 318i SE D 52.3 8.9 124 23 £24975
2.0 318i Sport D 52.3 8.9 124 23 £25275
2.0 320i SE E 48.7 7.3 134 30 £27255
2.0 320i Sport E 48.7 7.3 134 30 £27555
2.0 320i M Sport E 47.9 7.3 138 31 £29555
2.0 330i M Sport G 43.5 5.9 151 36 £32805
2.0 340i M Sport I 36.7 5.5 179 38 £38125
2.0 316d SE B 68.9 10.9 109 20 £27435
2.0 316d Sport B 68.9 10.9 109 20 £27735
2.0 318d SE C 67.3 9.0 111 24 £28685
2.0 318d Sport C 67.3 9.0 111 24 £28985
2.0 320d SE C 67.3 7.5 111 31 £29785
2.0 320d Sport C 67.3 7.5 111 31 £30085
2.0 320d EfficientDynamics Plus B 72.4 8.0 102 31 £30845
2.0 318d M Sport C 64.2 9.0 116 25 £30985
2.0 320d EfficientDynamics Sport B 68.9 8.0 108 31 £30985
2.0 320d M Sport C 64.2 7.5 116 32 £32085
2.0 330d auto M Sport E 56.5 5.6 131 38 £37415
2.0 335d auto M Sport xDrive F 51.4 4.8 145 43 £40330
3.0 TTT M3 K 32.1 4.3 204 45 £56595
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A
DRIVER POWER POS: 51st

2.0 320i SE G 42.2 7.9 155 31 £29905
2.0 320i Luxury G 42.2 7.9 155 31 £31905
2.0 328i SE G 41.5 6.1 157 35 £33105
2.0 328i Luxury G 41.5 6.1 157 35 £35105
3.0 335i Luxury J 34.9 5.7 189 38 £40565
3.0 318d SE D 61.4 9.7 122 24 £31275
3.0 318d Luxury D 61.4 9.7 122 24 £33275
3.0 320d SE D 57.6 8.0 130 30 £32375
3.0 320d Luxury D 57.6 8.0 130 30 £34375
3.0 325d SE E 54.3 7.1 136 34 £34305
3.0 325d Luxury E 54.3 7.1 136 34 £36305
3.0 auto 330d SE E 54.3 5.7 137 40 £37705
3.0 auto 330d Luxury E 54.3 5.7 137 40 £39705
3.0 auto 335d xDrive Luxury F 49.6 4.9 149 42 £44120
Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

5 Series - 4907x4998x1860-1901mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 47th

2.0 520i SE F 44.1 7.9 149 36 £33130
2.0 520i M Sport F 44.1 7.9 149 37 £35985
2.0 528i SE G 42.8 6.2 154 40 £36695
2.0 528i M Sport G 42.8 6.2 154 41 £39330
3.0 auto 535i Luxury H 39.2 5.7 169 42 £44685
3.0 auto 535i M Sport H 39.2 5.7 169 42 £44740
4.4 V8 auto 550i Luxury J 32.8 4.6 199 46 £57610
4.4 V8 auto 550i M Sport J 32.8 4.6 199 46 £57910
2.0 518d SE C 62.8 9.7 119 30 £30885
2.0 518d M Sport C 62.8 9.7 119 31 £33665
2.0 520d SE C 62.8 8.1 119 33 £32365
2.0 520d M Sport C 62.8 8.1 119 34 £35165
2.0 525d SE D 57.6 7.0 129 33 £36980
2.0 525d M Sport D 57.6 7.0 129 40 £39910
3.0 auto 530d SE E 54.4 5.8 134 41 £44455
3.0 auto 530d Luxury E 54.4 5.8 134 43 £44255
3.0 auto 530d M Sport E 54.4 5.8 134 43 £44270
3.0 auto 535d M Sport E 53.3 5.3 138 45 £48920
3.0 auto ActiveHybrid 5 SE F 44.1 5.9 149 44 £47790
3.0 auto ActiveHybrid 5 M Sport F 44.1 5.9 149 44 £48825
3.0 auto ActiveHybrid 5 M Sport F 44.1 5.9 149 44 £50625
4.4 V8 TCT M5 L 28.5 4.3 232 48 £74835
4.4 V8 TCT M5 30 Jahre Edition L 28.5 3.9 232 45 £91890
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

5 Series Gran Turismo - 5004x1901mm, EURO-NCAP N/A
DRIVER POWER POS: 47th

2.0 auto 520d SE F 51.4 8.9 144 33 £38045
2.0 auto 520d Luxury F 51.4 8.9 144 34 £40845
3.0 auto 530d SE G 48.7 6.2 153 43 £46965
3.0 auto 530d Luxury G 48.7 6.2 153 44 £48965
3.0 auto 535i Luxury J 34.4 6.1 192 44 £48465
3.0 auto 535d M Sport G 47.9 5.7 154 46 £51885
4.4 V8 auto 550i Luxury K 30.7 5.0 214 46 £59515
M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d

	Eco band	MPG	l/100km	CO ₂	Insurance group	List price
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Luxury: add £950 to 550i Luxury

7 Series - 5072x5212x1902mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto 740i SE I 25.8 5.7 184 48 £61675
3.0 auto ActiveHybrid 7 SE G 41.5 5.7 158 47 £66200
3.0 auto 730d SE F 50.4 6.1 148 48 £58275
3.0 auto 740d SE F 49.6 5.5 149 48 £65465
4.4 auto 750i SE J 32.8 4.8 199 49 £71515
6.0 V12 auto 760i SE M 21.1 4.6 314 50 £102015
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £2575 to 740i, 750i, 730d and 740d, or £2245 to 760i

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.5T 218i SE C 57.6 9.2 115 13 £22475
2.0T 220i Sport E 47.9 7.5 137 20 £25775
2.0T 225i xDrive auto Luxury F 44.1 6.3 148 23 £31175
1.5 216d SE A 74.3 10.6 99 11 £23410
2.0 218d SE B 68.9 8.9 109 15 £24955
1.5T 220d Sport C 64.2 7.6 115 21 £27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesel, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 100th

2.0 xDrive20i SE I 37.7 7.8 176 28 £27280
2.0 xDrive16d SE D 57.6 11.5 128 18 £24220
2.0 xDrive18d SE D 57.6 9.6 128 22 £25330
2.0 xDrive20d EfficientDynamics C 62.8 8.3 119 24 £26760
2.0 xDrive20d SE D 57.6 7.8 129 24 £26760
2.0 xDrive18d SE F 51.4 9.9 144 22 £26830
2.0 xDrive20d SE F 51.4 8.1 145 24 £28260
2.0 xDrive25d xLine G 47.9 6.8 155 26 £32540
2.0 xDrive25d M Sport G 47.9 6.8 155 27 £33540
Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 24th

2.0 xDrive18d SE D 60.1 9.5 124 26 £31295
2.0 xDrive20d SE E 54.3 8.1 136 30 £33295
3.0 auto xDrive30d SE G 49.6 5.9 159 39 £40060
3.0 auto xDrive35d M Sport G 47.1 5.3 157 43 £46690
Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 xDrive20d SE E 54.3 8.1 136 31 £36880
3.0 auto xDrive30d xLine G 49.6 5.9 159 39 £45160
3.0 auto xDrive35d M Sport G 47.1 5.3 157 43 £50290
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 auto xDrive50i SE L 27.2 5.0 242 49 £60390
2.0 auto xDrive25d SE F 50.4 8.2 149 42 £42945
2.0 auto xDrive25d SE G 48.7 8.2 154 42 £45250
3.0 auto xDrive30d SE G 45.6 6.9 162 44 £48250
3.0 auto xDrive40d SE G 45.6 5.9 164 47 £50910
3.0 auto M50d xDrive I 42.2 5.3 177 48 £64020
4.4 V8 T auto X5 M M 25.4 4.2 258 50 £90170
M Sport: add £4700 to 30d SE or £4125 50i SE

X6 - 4909x1989mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto M50d xDrive H 42.8 5.2 174 50 £66920
3.0 auto xDrive40d SE G 47.1 6.7 157 45 £51150
3.0 auto xDrive40d SE G 45.6 5.8 165 46 £53810
4.4 auto xDrive50i SE K 29.1 4.8 225 49 £63065
4.4 V8 T auto X6 M M 25.4 4.2 258 50 £93070
M Sport: add £4120 to 50i SE or £4700 30d SE

2 Series - 4432x1774mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 220i Sport F 46.3 7.0 142 25 £26195
2.0 220i M Sport F 44.8 7.0 148 26 £27545
2.0 228i M Sport G 42.8 5.8 154 30 £28410
3.0 M235i J 34.9 5.0 189 39 £34535
2.0 218d SE C 65.7 8.9 114 20 £24415
2.0 218d M Sport C 62.8 8.9 119 21 £26765
2.0 220d Sport C 62.8 7.2 119 24 £27015
2.0 220d M Sport D 58.9 7.2 125 25 £28365
2.0 auto 225d M Sport D 60.1 6.3 124 33 £33870
Auto: add £1535 to 220i, £1545 to M235i, £1550 to diesel, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d)

4 Series - 4638x1825mm, EURO-NCAP N/A
DRIVER POWER POS: 19th

2.0 420i SE F 46.3 7.3 144 30 £30125
2.0 420i Luxury F 46.3 7.3 144 30 £32625
2.0 428i SE G 42.8 5.9 154 33 £33520
3.0 428i Luxury G 42.8 5.9 154 34 £36020
3.0 435i SE I 35.8 5.4 185 36 £41725
3.0 435i M Sport I 35.8 5.4 185 36 £42365
2.0 420d SE D 60.1 7.5 124 29 £32495
2.0 420d Luxury D 60.1 7.5 124 30 £34995
2.0 425d SE E 56.5 6.7 131 34 £35430
2.0 425d Luxury E 56.5 6.7 131 34 £37930
3.0 auto 430d SE D 57.6 5.5 129 40 £40315
3.0 auto 430d M Sport D 57.6 5.5 129 40 £40945
3.0 auto 435d xDrive SE F 52.3 4.7 143 41 £45245
3.0 auto 435d xDrive M Sport F 52.3 4.7 143 41 £45745
3.0 TTT M4 K 32.1 4.3 204 42 £57050
Auto: add £1515 to 435d, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), Sport: add £1500 to SE, M Sport: add £500 to Luxury

Z4 - 4239x4244x1790mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 sDrive18i G 41.5 7.9 159 38 £27740
2.0 sDrive20i G 41.5 6.9 159 38 £28945
2.0 sDrive28i M Sport G 41.5 5.7 159 40 £27390
3.0 sDrive35i M Sport K 30.1 5.2 219 41 £43805
3.0 DCT xDrive35i K 31.4 4.8 210 43 £45950

Auto: add £1890, M Sport: add £3885 to 18L, £1365 to 20i models

6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 540i SE	I	37.2	5.3	176	47	£60630
3.0 auto 540d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 550i Sport	K	32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L	28.5	4.2	231	50	£92350

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

18 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 TT eDrive auto i8	A	113.0	4.4	59	50	£98985
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CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
Warranty: 1 year

Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	N/A	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A
Warranty: 5 years/100,000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
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Auto: add £1500, Convertible: add £5000

Corvette - 4493x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£22126
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C1 - 3466x1884mm, EURO-NCAP N/A

DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£8595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETC Flair 3dr	A	67.3	14.6	97	7	£11185

5dr: add £400 to Feel/Flair 3dr, Ainspire: add £160 to select models

C3 - 3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: 67th

1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	A	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	A	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETC auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETC auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15380
1.2 PureTech (82) Selection	A	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	A	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240

ETG auto: add £520 to e-HDi (90) Exclusive

DS 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A

DRIVER POWER POS: 67th

1.2 PureTech (82) D5ign	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) D5ign	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto D5ign	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) D5ign	A	76.3	12.5	95	16	£15820
1.6 THP (165) D5ign Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) D5ign Sport	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) D5ign	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220

Cabrio: add £2460 (selected models), D5ign: £900 less than D5ign

C4 - 4329x1789mm, EURO-NCAP N/A

DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.3	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.3	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.0	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.0	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.0	105	9	£14690
1.2 PureTech (82) S&S ETC Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETC Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

DS 4 - 4275x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 123rd

1.6 e-HDi (115) D5ign	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) D5ign	C	60.0	12.4	113	18	£21975
1.6 VTI (120) D5ign	F	46.0	12.2	144	14	£17855
1.6 THP (200) D5ign	F	44.0	8.5	149	31	£23465
1.6 THP (160) ETC D5ign	F	44.0	9.9	178	21	£21765
1.6 VTI (120) D5ign	F	46.0	12.2	144	15	£19965
2.0 HDi (160) D5ign	F	55.0	9.3	134	24	£23700
2.0 HDi (160) D5ign	F	55.0	9.3	134	23	£22700

Auto: add £1600 to HDi (160), add £500 to e-HDi (115)

CS - 4779x1860mm, EURO-NCAP N/A

DRIVER POWER POS: 112th

1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670

Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, CS Tourer: add £1100, VTR+: add £1200 to VTR

DS 5 - 4530x1871mm, EURO-NCAP N/A

DRIVER POWER POS: 106th

1.6 BlueHDi (120) D5ign	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETC D5ign	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) D5ign	B	64.2	12.2	105	22	£25890
2.0 HDi (160) D5ign	F	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) D5ign	F	68.9	8.3	107	27	£31600
1.6 THP (200) D5ign	F	42.2	8.5	155	27	£28920
2.0 HDi (160) D5ign	F	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto D5ign	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) D5ign	F	68.9	8.3	102	28	£33700

Auto: add £1505 to HDi (160), BlueHDi (180): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)

Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: 126th

1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	F	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	F	53.3	14.3	135	7	£15165
1.6 e-HDi (90) ETC VTR	F	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	F	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETC VTR	F	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	F	53.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, EURO-NCAP N/A

DRIVER POWER POS: 108th

1.4 VTI (95) VT	F	44.8	12.2	145	10	£13080
1.6 HDi (115) Exclusive	F	58.8	11.2	125	15	£18050
1.6 HDi (90) Exclusive	F	67.2	13.5	107	10	£17330
1.6 HDi (90) VTR+	F	67.2	13.5	107	10	£16230
1.6 VTI (120) ETC VTR+	F	47.1	11.5	137	13	£16715
1.6 VTI (120) Exclusive	F	44.1	10.9	149	13	£17995

ETG auto: add £1650 to VTI (95), £800 to VTI (120), VTR+: add £1485 to VT, Selection special edition: add £2215 to VT

C4 Picasso - 4428x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.6	145	14	£17760
1.6 HDi (90) VTR	F	67.3	12.9	110	15	£18450
1.6 VTI (120) VTR+	F	44.8	12.3	145	15	£19020
1.6 HDi (90) VTR+	F	67.3	12.9	110	15	£19710
1.6 e-HDi (115) ETC VTR+	A	74.3	13.7	98	15	£20410
1.6 e-HDi (115) VTR	F	70.6	11.8	105	18	£20510
1.6 THP (165) Exclusive	D	50.4	8.4	130	21	£22670
1.6 e-HDi (115) Exclusive	F	70.6	11.8	105	17	£21810
2.0 BlueHDi (150) Exclusive	F	67.3	9.8	102	24	£23010

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive: add £2400 to Exclusive

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.6 VTI (120) VTR	F	44.8	12.6	145	13	£19460
1.6 HDi (90) VTR	F	67.3	12.9	98	15	£20850
1.6 VTI (120) VTR+	F	44.8	12.3	145	13	£20720
1.6 HDi (90) VTR+	F	67.3	12.9	105	15	£22110
1.6 e-HDi (115) ETC VTR+	A	74.3	13.7	98	15	£22710
1.6 THP (165) Exclusive	D	50.4	8.4	130	20	£24370
1.6 e-HDi (115) Exclusive	F	70.6	11.8	105	18	£23510
2.0 BlueHDi (150) Exclusive	F	67.3	9.8	102	24	£24710

Auto: add £500 to e-HDi (115), add £1000 to BlueHDi (150), Exclusive: add £2400 to Exclusive

DACIA

www.dacia.co.uk / Brochure: 0800 991 199 / Dealers: 127
Warranty: 3 years/60,000 miles

Sandero - 4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	D	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	95	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Sandero Stepway - 4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

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Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

C-MAX - 4380x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 80th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 T-VCT (105) Zetec	F	44.1	12.6	149	11	£17855
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20850
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23805
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24225

Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium, Grand C-MAX: add £1590 (selected models)

S-MAX - 4796x1916mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£27895
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	26	£31300
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	27	£32260
2.0 TDCi (180) auto 4WD Titanium Sport	F	48.7	10.5	149	24	£32945

Auto: add £1500 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Sport: add £1490 to 2.0 TDCi (180) Titanium

Galaxy - 4048x1916mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 EcoBoost (240) auto Titanium X	I	35.0	8.6	180	26	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36145

Auto: add £1500 to 2.0 TDCi (not 120), 4WD: add £1500 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4235x1765mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	F	52.3	12.7	125	11	£15145
1.5 TDCi (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Ranger - 5359x1850mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	205	11	£23649
2.2 TDCi (150) Double Cab XLF	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP N/A

DRIVER POWER POS: 110th

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22895
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£20995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Warranty: 6 years/25000 miles

Steed - 5040x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Warranty: 3 years/50000 miles

Jazz (NEW) - 3995x1594mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.3i-VTEC S	C	56.5	11.2	116	13	£13495
1.3i-VTEC SE	C	56.5	11.2	116	13	£14595
1.3i-VTEC EX	C	55.4	11.2	120	13	£15715
1.3i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£16815

Auto: add £1100

Civic - 4300x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 41st

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4i-VTEC S	D	52.3	13.4	129	8	£15975
1.8i-VTEC S	E	48.7	9.1	137	16	£17635
1.8i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6i-DTEC S	A	78.5	10.5	94	18	£18775
1.6i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	H	38.7	5.7	170	33	£29995
2.0T VTEC Type R GT	H	38.7	5.7	170	33	£32355

Auto: add £1400-£1415 to 1.8i-VTEC SE Plus: add £1990 to 1.6i-VTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

Eco band MPG 0-60mph CO₂ Insurance group List price

HR-V - 4294x1772mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5i-VTEC (130) S	D	50.4	10.7	130	21	£17995
1.5i-VTEC (130) SE	D	50.4	10.7	130	21	£19745
1.5i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£19745
1.6i-DTEC (120) S	B	70.6	10.1	104	23	£19745
1.6i-DTEC (120) SE	B	70.6	10.1	104	23	£21495

Auto: add £970 to 1.5i-VTEC (not S), EX: add £3450 to SE

CR-V - 4570x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 21st

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6i-DTEC (120) S 2WD	C	62.8	11.2	119	25	£28495
1.6i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470

Auto: add £1500 to 2.0i-VTEC, £1780 to 1.6i-DTEC (160), SE: add £2170 to 1.6i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162

Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 3rd

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9940
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £555 to 1.2, Premium SE: add £1135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	68.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	10.6	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725

Auto: add £900 to 1.4 (100), 5 Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

INFINITI

www.infiniti.co.uk / Dealers: 10

Warranty: 3 years/60,000 miles

Q50 - 4790-4800x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£38780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£26500
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635-4645x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	20.2	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 08445 626 640 / Dealers: 97

Warranty: 5 years/150,000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97

Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£23235
2.0d (163) Portfolio	A	75.0	7.9	99	24	£29975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£33995
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	J	34.9	4.9	194	35	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF - 4954x1987mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	198	N/A	£49950

Auto: add £1750

XJ - 5122-5247x1894mm, EURO-NCAP N/A

DRIVER POWER POS: 7th

3.0d V6 auto Luxury	F	49.6	5.9	149	48	£38690
3.0d V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0d V6 auto Portfolio	F	49.6	5.9	149	49	£69725
3.0d V6 auto R-Sport	F	49.6	5.9	149	49	£71625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£92405

Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0d R-Sport

F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

JEEP

www.jeep.co.uk / Brochure: 0800 04265337 / Dealers: 73

Warranty: 3 years/60,000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19595
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20995
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MJet (170) Lude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170

Warranty: 7 years/100,000 miles

Picanto - 3595x1595mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 125th

1.0 1.3dr	B	62.8	14.1	105	2	£8345
1.25 Chilli 3dr	B	61.4	11.5	106	6	£11495
1.0 1.3 5dr	B	62.8	14.1	105	2	£10145
1.25 5dr	B	61.4	11.5	106	5	£10745
1.25 3dr	B	61.4	11.5	106	6	£11745
1.25 4dr	B	61.4	11.5	106	6	£12295

Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 59th

1.25 1.3dr	B	56.5	12.9	115	2	£10345
1.25 2.3dr	B	56.5	12.9	115	2	£12245
1.4 1.6 5dr	B	56.5	11.0	114	7	£13045
1.4 1.6 3dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 1.5 3dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1.5 3dr	A	85.6	16.1	86	2	£12425
1.1 CRDi 2.5 3dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2.5 3dr	A	74.3	13.4	98	6	£14745
1.4 1.6 5dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4.5 3dr	A	74.3	13.4	98	7	£17445

Auto: add £905 to 1.4 2 & 3.5dr, add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1

Soul - 4140x1800mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	56.5	10.8	132	9	£16600
1.6 GDI Mixx	H	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	D	56.5	10.8	132	10	£21450
81.4kW Soul EV	A	N/A	10.8	0	19	£24995

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mixx: add £1800 to Mixx

Cee'd - 4260-4310x1790mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 38th

1.4 1.5dr	E	47.1	12.4	139	7	£14805
1.4 CRDi 1.5dr	B	68.9	13.0	109	6	£15895
1.6 CRDi 1.5 5dr	A	76.3	11.5	97	12	£16495
1.4 2.5dr	F	46.3	12.4	143	8	£16695
1.6 CRDi 2.5 5dr	D	52.9	9.8	124	12	£17395
1.6 CRDi 2.5 3dr	A	74.3	11.5	100	13	£18495
1.6 GDI 3.5 5dr	D	52.9	9.8	124	12	£19195
1.6 CRDi 3.5 5dr	A	74.3	11.5	100	13	£20295
1.6 GDI 4.5 5dr	F	47.1	9.5	137	13	£23795
1.6 CRDi 4.5 5dr	F	65.7	10.5	112	14	£21895
1.4 pro_ceed VR7 3dr	E	47.1	12.4	139	9	£14700
1.6 GDI pro_ceed 5.5 5dr	D	52.9	9.8	124	14	£17695
1.6 CRDi pro_ceed 5.5 5dr	A	74.3	11.5	100	13	£18795
1.6 CRDi pro_ceed 5.5 3dr	F	47.1	9.5	137	15	£19795
1.6 CRDi pro_ceed 5.5 5dr	C	65.7	10.5	112	13	£20795
1.6 T-GDI pro_ceed GT 3dr	H	38.2	7.4	171	29	£20000
1.6 T-GDI pro_ceed GT Tech 3dr	H	38.2	7.4	171	30	£22700

Auto: add £1310 to 1.6 GDI 3 and 4, add £1110 to 1.6 CRDi 2, Cee'd GT: add £500 to pro_ceed GT, Sportswagon: add £1200, VR7: add £595 to 1.4 and 1.4 CRDi Cee'd 1, SR7: add £845 to Cee'd 1, SE Tech: add £2100 to pro_ceed SE

Optima - 4845x1830mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.7 CRDi 1.5G	D	57.6	10.2	128	17	£19995
1.7 CRDi 2.5G	D	57.6	10.2	128	17	£22895
1.7 CRDi 3.5G	D	57.6	10.2	128	17	£25795

Auto: add £1550 to 2 and 3

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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60000 miles

2 - 4065x1695mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5 (105) SE-L	A	83.1	10.1	89	15	£15995
1.5 (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465x1795mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 39th

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2 (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2 (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2 (150), Fairback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 49th

2.0 (145) SE	D	51.4	9.5	129	18	£19995
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2 (150) SE	B	68.9	9.0	108	21	£22995
2.2 (150) Sport	B	68.9	9.0	108	21	£25295
2.2 (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2 (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

CX-3 - 4275x1785mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	17	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495
1.5D (105) SE	B	70.6	10.1	105	15	£18995
1.5D (105) SE-L	B	70.6	10.1	105	13	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	15	£21895

Auto: add £1200 to 2.0 (120) petrol, £1300 to 4WD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 64th

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport AWD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, AWD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 3890x1730mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.5i SE	E	53.3	8.3	139	22	£19495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22895

Sport: add £2600 to SE-L

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4293x1780mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 119th

1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 A 200 Sport	E	49.6	8.4	134	23	£23365
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 118th

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
1.8 B 200 CDI SE	C	65.7	9.6	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	20	£26950
132kW ED Electric Art	A	N/A	7.9	0	20	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33405
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

C-Class - 4686x1810mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 42nd

2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33685
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£33830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£36930
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0T auto AMG C 63	J	34.5	4.1	192	47	£60060
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 61st

2.1 auto E 220 BlueTEC AMG Night	D	57.7	8.3	128	39	£37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36070
2.1 auto E 250 CDI AMG Night Ed	E	55.4	7.5	134	43	£40245
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£37420
2.1 auto E 300 BTEC Hybrid AMG N	B	67.3	7.1	110	45	£43175
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£40880
3.0 auto E 350 BlueTEC AMG N	E	53.3	6.4	139	46	£42010
5.5 V8T MCT 63 AMG	L	28.8	4.2	230	47	£74725
5.5 V8T MCT 63 AMG S	L	28.5	4.1	232	49	£84720

Estate: add £1790-£1915

CLS-Class - 4940x1881mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT 63 AMG CLS 63 S	L	28.5	4.1	231	50	£86510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

S-Class - 5116x5453x1899mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.5 auto S 350 d AMG Line	F	51.4	6.8	151	50	£69990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	48	£73020
3.0 aut S 500 e AMG Line L	A	100.9	5.2	65	49	£80290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142735
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 63	L	28.0	4.4	237	50	£121690
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

GLC-Class - 4321-4705x1829mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.5 108 CDI Traveliner Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI Traveliner Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI Traveliner Long	D	64.2	N/A	123	14	£22102
1.2 112 Traveliner	E	46.3	N/A	140	12	£19666

Extra-Long Wheelbase: add £2088 to 109 CDI, £1788 to 111 CDI

V-Class - 4895-5370x1928mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto V220 BlueTEC SE	G	45.6	11.8	163	31	£41845
2.1 auto V250 BlueTEC SE	H	44.8	9.1	166	33	£43520
2.1 auto V220 BlueTEC Sport	G	45.6	11.8	163	33	£44340
2.1 auto V250 BlueTEC Sport	H	44.8	9.1	166	37	£46015

Extra Long: add £1535

GLA-Class - 4471x1804mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Spt	E	55.4	8.3	132	28	£30645
2.0T auto GLA 250 4MATIC Sport	G	42.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	37.7	4.8	175	44	£44600

Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000

GLC-Class - 4656x1890mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto GLC 220 d 4MATIC SE	D	56.0	8.3	129	N/A	£34950
2.1 auto GLC 250 d 4MATIC SE	D	56.0	7.6	129	N/A	£36105

Sport: add £2495, AMG Line: add £3990

GLE-Class - 4819x1935mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.1 auto GLE 250 d 4MATIC Sport	G	47.9	8.6	155	41	£48280
3.0 auto GLE 350 d 4M AMG Line	L	42.8	7.1	179	45	£56280
3.0 auto GLE 500 e 4M AMG Line	A	76.4	5.3	84	49	£56280
5.5 V8T aut 4M AMG GLE 63 S	M	23.9	4.2	276	50	£94405

AMG Line: add £2400 to Sport, designo Line: add £9295 to AMG Line (not 250 d)

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 auto G 350 d 4MATIC	M	25.2	9.1	295	50	£87795
5.5 V8T auto AMG G 63 4MATIC	M	20.5	5.4	322	50	£131675
E-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: 61st						
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635
2.1 auto E 220 BlueTEC AMG Line	E	57.7	8.3	129	40	£39310
3.0 auto E 250 CDI AMG Line	E	57.7	7.3	129	44	£40930
2.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42625
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46425
E-Class Cabriolet: add £3370-£3500						
S-Class Coupe - 4698x1786mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96195
5.5 V8T auto AMG S 63	L	47.1	4.2	237	50	£125605
6.0 V12T auto AMG S 65	M	37.2	4.1	279	50	£183075
SLK-Class - 4134x1810mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	£34715
2.1 auto SLK 250 d	C	70.6	6.6	114	45	£33020
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	45	£37020
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	45	£38545
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55350
Auto: add £1505 to SLK 200						
SL-Class - 4617x1877mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	179	50	£73575
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£82130
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	50	£141885
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	50	£173360
Mercedes-AMG GT 4-Door: add £11760 to SL 400, add £12205 to SL 500						
AMG GT - 4546x1939mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97200
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£105060
MG						
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46						
Warranty: 3 years/unlimited miles						
MG3 - 4018x1729mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: 10th						
1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999
MG6 - 4651x1827mm, EURO-NCAP N/A						
DRIVER POWER POS: 28th						
1.9 DTI-TECH 5 Sdr	C	61.4	8.4	119	17	£13995
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	£16195
1.9 DTI-TECH TL Sdr	C	61.4	8.4	119	17	£17995
MINI						
www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148						
Warranty: 3 years/unlimited miles						
MINI - 3821-3850x1727mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: 9th						
1.2T One	B	61.4	9.9	108	20	£13750
1.2T One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15360
1.5 Cooper D	E	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	29	£23050
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/JCW)						
Clubman - 4253x1800mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5T Cooper	C	55.4	9.1	118	N/A	£19995
2.0T Cooper S	F	45.6	7.2	144	N/A	£22755
2.0 Cooper D	B	68.9	8.6	109	N/A	£22665
Convertible - 3723x1683mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 145th						
1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.8T Cooper S	E	47.1	7.3	139	32	£21060
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730
Paceman - 4110x1789mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.8T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£20070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						
Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 113th						
1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.8T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Coupe - 3728x1683mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 145th						
1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
Roadster - 3728x1683mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 145th						
1.6 Cooper	D	52.0	9.0	127	17	£18260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24895
2.0 Cooper SD	C	66.0	7.9	114	22	£21860
Auto: add £1085 to Cooper, add £1145 to Cooper S/SD						
MITSUBISHI						
www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113						
Warranty: 3 years/unlimited miles						
Mirage - 3710x1665mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: N/A						
1.0 Mivec 1	A	67.3	13.6	96	15	£9054
1.2 Mivec 2	A	68.9	11.7	96	18	£11054
1.2 Mivec 3	A	65.7	11.7	100	18	£12054
1.2 Mivec auto 3	A	68.9	12.8	95	18	£13054
ASX - 4295x1770mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 95th						
1.6 Mivec 2C	E	48.7	11.5	135	15	£15434
1.6 Mivec 2C-M	E	47.9	11.5	136	15	£17684
1.6 Di-D 2C-M	C	61.4	11.2	119	18	£19554
1.6 Di-D 4WD 2C-H	E	56.5	11.2	132	18	£23584
2.2 Di-D auto 4WD 2C-H	G	48.7	10.8	152	23	£23134
Outlander - 4655x1800mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: 66th						
2.2 Di-D GX2	E	53.3	10.2	138	22	£23984
2.2 Di-D GX3	E	52.3	10.2	140	23	£26784
2.2 Di-D GX4	E	52.3	10.2	140	24	£30684
2.2 Di-D auto GX4s	G	48.7	11.7	153	22	£34234
2.0 Hybrid auto GX4s PHEV	A	148.0	11.0	44	26	£28304
2.0 Hybrid auto GX4s PHEV	A	148.0	11.0	44	27	£32954
2.0 Hybrid auto GX4s PHEV	A	148.0	11.0	44	24	£35054
Auto: add £1700 to GX3, add £1450 to GX4, GX3/GX4s add £5000 to GX4s/GX4s						
L200 - 5005x1855x1750mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	22	£34340
Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian						
Shogun - 4385x4900x1875mm, EURO-NCAP N/A						
DRIVER POWER POS: 81st						
3.2 Di-D SWB SG2	K	36.2	9.7	207	32	£27144
3.2 Di-D SWB Warrior	K	36.2	9.7	207	30	£30314
3.2 Di-D LWB SG2	K	34.9	10.5	213	32	£29544
3.2 Di-D auto LWB SG3	K	33.2	11.1	224	34	£34744
Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3						
MORGAN						
www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18						
Warranty: 2 years/unlimited miles						
3 Wheeler - 3225x1720mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						
Roadster - 4010x1630-1751mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	F	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						
Roadster - 4010x1630-1751mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	F	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						
Aero - 4147x1751mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99550
4.8 V8 auto Aero Superports	M	23.0	4.5	282	N/A	£126900
Manual: no cost option						
NISSAN						
www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225						
Warranty: 3 years/60000 miles						
Micra - 3780x1675mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: N/A						
1.2 (80) Visia	C	56.5	13.7	115	5	£10295
1.2 (80) Acenta	C	56.5	13.7	115	5	£11945
1.2 (80) Tekna	C	56.5	13.7	115	5	£13345
1.2 DIG-S (98) Visia	A	65.7	11.3	99	8	£12045
1.2 DIG-S (98) Acenta	A	65.7	11.3	99	8	£13045
1.2 DIG-S (98) Tekna	A	65.7	11.3	99	8	£14445
Auto: add £1000 to 1.2 Acenta/Visia, DIG-S Tekna						
Note - 4100x1690mm, EURO-NCAP☆☆☆☆						
DRIVER POWER POS: 143rd						
1.2 (80) Visia	B	60.1	13.7	109	6	£12130
1.5dCi (90) Visia	A	78.5	11.9	99	8	£14130
1.2 (80) Acenta	B	60.1	13.7	109	6	£13525
1.2 DIG-S (98) Acenta	A	65.7	11.7	99	10	£14625
1.5dCi (90) Acenta	A	78.5	11.9	99	8	£15525
1.2 DIG-S (98) Tekna	A	65.7	11.7	99	10	£16625

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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
RCZ - 4290x1845mm, EURO-NCAP N/A						
DRIVER POWER POS: 74th						
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000
Auto: add £1140 to 1.6 THP (156); GT: add £2400 to Sport						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
PORSCHE						
www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36						
Warranty: 3 years/unlimited miles						
Panamera - 4970x1931mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£6289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8 TPT Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8 TPT PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Macan - 4681x1923mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 TDI PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44650
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.6 V6 PDK Macan Turbo	K	31.7	4.8	208	44	£60994

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Cayenne - 4855x1939x1954mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£72523
4.8 V8 TPT Cayenne Turbo	M	25.2	4.5	261	50	£83574
4.8 V8 TPT Cayenne Turbo S	M	24.6	4.1	267	50	£118455

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Boxster - 4374-4414x1801mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GTS	K	31.4	5.0	211	44	£53872
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459
PDK: add £1782 (£2201 to GTS, not Spyder)						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Cayman - 4380-4438x1801mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451
PDK: add £1782 (£2351 to GTS, not GT4)						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
911 - 4491-4545x1808-1880mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.6 Carrera	K	31.4	4.8	212	46	£73509
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£81098
3.6 Carrera Cabriolet	K	30.7	5.0	217	49	£82169
3.8 Carrera S Cabriolet	L	29.1	4.7	225	50	£92204
3.8 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£96602
3.6 Carrera 4	K	30.4	4.9	219	46	£78365
3.8 Carrera 4S	L	28.5	4.5	234	48	£84400
3.8 Carrera 4 GTS	L	28.5	4.4	233	50	£95862
3.6 Carrera 4 Cabriolet	L	29.7	5.1	224	49	£87025
3.8 Carrera 4S Cabriolet	L	28.2	4.7	236	50	£97060
3.8 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£104385
3.8 Targa 4S	L	29.7	5.2	223	49	£87025
3.8 Targa 4	L	28.2	4.8	237	50	£97060
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£159054
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296
PDK: add £2238 (£2947						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
RENAULT						
www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153						
Warranty: 4 years/100,000 miles						
Twizy - 2338x1234mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
17hp Urban	A	N/A	N/A	0	10	£6855
17hp Technic	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Twingo - 3590x1640mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.0 ScE (70) Expression	B	62.8	12.0	105	2	£9495
1.0 ScE (70) Play	B	62.8	12.0	105	3	£9995
1.0 ScE (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T TCE (90) S&S Dynamique	A	65.7	12.0	99	8	£11895
0.9T TCE (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Zoe - 4054x1730mm, EURO-NCAP N/A						
DRIVER POWER POS: 5th						
75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043
Battery hire: from £25 per month (included with Y model)						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Clio - 4052x1731mm, EURO-NCAP N/A						
DRIVER POWER POS: 70th						
1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
0.9T TCE (90) Expression+	B	62.8	12.2	104	9	£13675
1.5 dCi (90) Expression+	A	61.1	11.7	96	13	£14875
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T TCE (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	61.1	11.7	96	13	£15975

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
0.9T TCE (90) Dynamique S Nav						
1.5 dCi (90) Dynamique S Nav						
1.2 TCE (120) EDC GT Line						
1.6T (200) EDC Renaultsport						
1.6T (200) EDC Renaultsport Lux						
1.6T (230) EDC Renaultsport Trophy						
Auto: add £1300 to dCi Dynamique; Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCE						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
Megane - 4295x1808mm, EURO-NCAP N/A						
DRIVER POWER POS: 94th						
1.6 (110) Expression+	G	40.9	10.5	159	13	£16790
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCE (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19245
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17790
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCE GT 220	H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110); GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110), Sport Tourer: add £1000						

Megane Coupe - 4295x1808-1848mm, EURO-NCAP☆☆☆						
DRIVER POWER POS: 94th						
1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy TCE (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCE GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110); GT Line Nav: add £1500 to Dynamique Nav (incl. 1.6 (110), Coupe Cabrio); add £3600						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI DSG SE 3dr	D	53.3	9.7	124	12	£14185
1.2 TSI SE Eco motive SC 3dr	A	80.7	13.9	92	7	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	14	£14910
1.2 TSI+TECH SC 3dr	C	55.4	9.8	119	15	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	12	£14190
1.4 TSI ACT FR SC 3dr	C	60.1	7.8	109	12	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	14	£15910
2.0 TDI FR SC 3dr	C	60.1	8.2	123	22	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.3	139	27	£18860

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1210, FR Edition; add £600 to 1.4 TSI ACT FR.

Toledo - 448x1703mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.2 TSI (85) S	C	55.4	11.8	119	10	£14285
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Eco motive S	B	72.4	10.6	104	15	£17150
1.6 TDI (105) Eco motive I-TECH	B	72.4	10.6	104	15	£18870

SE Nav: add £1200 to 5 (not 1.2 TSI (85)).

Leon - 426x1784mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 4th

1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Eco motive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	129	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	26	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 3dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than 5dr; Leon ST: add £925.

Altea - 428x1768mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 18th

1.6 TDI (105) Eco motive I-TECH	C	62.8	12.2	119	14	£19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	£20145

DSG: add £870 to 1.6 TDI, Altea XL: add £270.

Alhambra - 485x1904mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.0 TDI (140) Eco motive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420

DSG: add £1285, SE: add £1875 to 5, SE Lux: add £5315 to 5.

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/50,000 miles

Citigo - 356x1641mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 31st

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	£10695

ASG auto: add £305 to SE and Elegance (75), 5dr; add £350, GreenTech: add £360 to (60) SE and Elegance.

Fabia - 395x1732mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	A	60.1	9.4	109	13	£13740
1.4 TDI (90) S	B	63.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models.

Rapid - 448x1706mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 25th

1.2 (75) S	E	47.9	13.9	137	7	£13190
1.2 TSI (80) S	C	55.4	11.8	119	10	£13980
1.2 TSI (80) SE	C	55.4	11.8	119	10	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	13	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	13	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	16	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	15	£17980
1.2 TSI (105) Elegance	B	40.9	10.3	125	13	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	13	£17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TSI (80), 1.4 TSI, and all 1.6 TDI SE and Elegance models.

Octavia - 465x1814mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 11th

1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22335
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine II	A	80.7	10.6	99	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only).

Superb (NEW) - 485x1864mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	B	68.9	10.9	108	N/A	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	19	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	N/A	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	N/A	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TSI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TSI (280) 4x4 DSG SE L Exec	C	N/A	5.8	165	27	£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	N/A	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	N/A	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE diesel, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI).

Roomster - 421x1684mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 62nd

1.2 TSI (105) DSG S	E	50.0	11.0	134	12	£14185
1.2 TSI (80) S	E	50.0	12.6	134	9	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	12	£14795
1.2 TSI (80) SE	E	50.0	12.6	134	9	£14130
1.2 12v (69) S	F	46.0	15.9	143	5	£12105
1.2 TDI (75) GreenLine II	F	37.0	16.4	115	9	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	£15450
1.6 TDI (90) SE	D	60.0	13.3	124	11	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE.

Yeti - 422x1793mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 2nd

1.2 TSI (105) S	F	46.3	11.4	142	13	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	14	£18205
2.0 TDI (110) S	E	55.4	11.6	134	14	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	14	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	18	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	19	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	£24640
1.8 TSI (160) Outdoor L&K 4x4	T	36.9	8.4	184	22	£25610
2.0 TDI (140) DSG Outdoor L&K 4x4	G	44.8	10.2	164	19	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	22	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4: add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE.

SMART

www.thesmart.co.uk / Brochure: 0800 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

ForTwo - 265x1663mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy: same price as prime

forfour - 349x1665mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720

proxy: same price as prime

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68
Warranty: 3 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£19995

Auto: add £1500 to ES.

Tivoli - 4195x1795mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.6 SE	F	44.1	12.0	149	14	£12950
1.60 SE	C	N/A	N/A	113	N/A	£14200
1.6 EX	F	44.1	12.0	149	14	£14600
1.60 EX	C	N/A	N/A	113	N/A	£15850
1.60 auto ELX 4WD	D	N/A	N/A	123	N/A	£19500

Auto: add £1000 to EX and ELX; add £1480 to EX, 4WD; add £1250 to EX and ELX diesel manual.

Korando - 4410x1830mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.0 SE 2WD	F	47.1	9.9	147	19	£14995
2.0 ELX 4WD	G	45.6	9.9	157	19	£19995

Auto: add £1500 to ELX4, 4WD: add £1500 to SE

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736-1746mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/S ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	54.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/S ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/S ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Excite 3dr	C	54.4	13.2	119	6	£12310
1.0T (115) S/S ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/S ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/S ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/S e-FLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/S e-FLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRi 3dr	D	53.3	16.0	124	3	£11995
1.4i (90) SRi 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/S ecoFLEX SRi 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/S ecoFLEX SRi 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/S e-FLX SRi 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/S e-FLX SRi 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/S ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14070
1.4T (100) S/S ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13240
1.3 CDTi (75) S/S e-FLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/S e-FLX SE 3dr	A	88.3	11.9	85	9	£14990
1.6T (200) VXR 3dr	B	37.7	6.3	174	30	£17995

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VXR-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 172nd

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	102	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	5	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) e-FLX S/S Excite	A	63.0	11.8	99	5	£19845
1.7 CDTi (165) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRi	D	51.0	12.9	129	9	£18735
1.6 VVT (115) SRi	F	46.0	10.9	146	12	£19545
1.4T (140) SRi	E	48.0	9.8	138	17	£20055
1.6T (180) SRi	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRi	A	63.0	11.8	94	5	£21740
1.6 CDTi (136) ecoFLEX SRi	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 99g SRi	A	76.0	11.8	99	5	£21245
2.0 CDTi (165) SRi	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	134	26	£24205

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4058x1787mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 165th

1.8 VVT (140) Design 3dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design 3dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design 3dr	A	76.3	11.9	99	5	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 3dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (140) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRi 3dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRi 3dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRi 3dr	A	76.3	11.9	99	5	£20744
2.0 CDTi (130) SRi 3dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRi 3dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRi	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRi 3dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRi VXR-Line 3dr	H	39.2	7.5	169	26	£22449
1.4T (140) S/S Elite 3dr	J	60.1	8.7	186	15	£21574
1.6T (170) S/S Elite 3dr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite 3dr	H	39.2	7.5	169	26	£23609
2.0 CDTi (120) S/S Elite 3dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 3dr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/S auto Elite 3dr	D	60.1	8.7	125	24	£27379
2.8 V6T VXR Super Sport 3dr	T	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1760 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as 3dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXR-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Meriva - 4288x1812mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 186th

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4 VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.0 CDTi (110) auto S	E	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusive, SE, Exclusive: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 79th

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£12135
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	64.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£26130
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	11	£23300
2.0 CDTi (130) e-FLX S/S Exclusiv	C	63.0	10.6	119	11	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695

2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S Biturbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 80th

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv PWD	H	45.0	9.9	167	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv PWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

GTC - 4465x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 172nd

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21985
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascade - 4696x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27995
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26060
2.0 CDTi (165) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi Biturbo (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

VXR8 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	50	£54499
6.2 V8 GT5 auto	M	18.0	4.2	373	50	£56224

VOLKSWAGEN

www.volkswagen.co.uk | Brochure: 0800 333 666 | Dealers: 223
Warranty: 3 years/60000 miles

up! - 3540x1641mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
BEV (82) e-up! 5dr	A	N/A	12.4	0	10	£18270

Auto: add £595 to Move up! and High up!, 5dr: add £375 to 3dr, BMT: add £360 to Move and High up!

Polo - 3970-3972x1682mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11250
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£11970
1.0 (60) SE 3dr	B	60.1	15.5	106	8	£12585
1.0 (75) SE 3dr	B	58.9	14.3	108	10	£13110
1.2 TSI (90) SE 3dr	B	60.1	10.8	107	15	£13730
1.4 TDI (75) SE 3dr	A	83.1	12.9	118	13	£14260
1.2 TSI (110) SEL 3dr	B	58.9	9.3	110	19	£16240
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	16	£14730
1.4 TSI (95) BlueMotion 3dr	A	79.1	12.9	82	15	£15795
1.4 TSI (93) SEL 3dr	A	83.1	10.8	116	16	£16770
1.4 TSI ACT (150) Blue GT 3dr	B	58.9	7.8	119	24	£17860
1.2 TSI (192) GT 3dr	E	47.1	6.7	139	29	£18850

DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, Sdr; £1885 to

Formula E gets ready to go again

■ **Donington tests confirmed**
■ **Driver line-ups take shape**



Stephen Errity

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AE WHILE other motorsport championships are entering their closing stages, the FIA Formula E electric race series is ramping up for the start of its second season in October.

Ahead of the opening race, which once again takes place in Beijing, China, there will be six days of pre-season testing at the championship's Donington Park base in Leicestershire, with free access for fans.

The testing takes place on six Mondays and Tuesdays this month: 10-11, 17-18 and 24-25, with Monday sessions running from 12pm and the Tuesdays starting at 9am.

Those planning to attend need to visit www.eticketing.co.uk/fiaformulae-london and register in advance for their chosen day.

Testing is particularly important for the second season of Formula E, as the series' 10 teams are now allowed to develop their own electric motors for the cars, rather than using an off-the-peg solution from McLaren.

Only Team Aguri is expected to continue with the season-one package – the others have found technical partners to work on their own solution, with the exception of Dragon Racing, which plans to use the same motor as the French team Venturi.

Each of the teams that contested the first season will return, with car manufacturers Renault, DS and Audi all set to have some presence in the series through the e.dams, Virgin and Abt outfits respectively. Several other manufacturers are believed to be evaluating entries in subsequent seasons.

BMW will continue to supply examples of its i3 and i8 electric models as course and rescue vehicles for the series, but recently

Electric series' season will once again begin on the streets of Beijing, China



"Champion Nelson Piquet Jr is among the 2014-15 Formula E drivers who are confirmed for season two"

ruled out entering Formula E as a constructor until the need for drivers to swap into a freshly charged car mid-race is done away with.

"If you look at public discussions of electric mobility, the issue of reach is important," BMW motorsport boss Jens Maquardt told members of the

press attending the recent Spa 24 Hours endurance race in Belgium.

Several drivers who contested the first Formula E season are set to return, such as champion Nelson Piquet Jr (left) at NEXTEV, Belgian Jerome d'Ambrosio at Dragon Racing and Daniel Abt and Lucas di Grassi at the Audi-affiliated Abt squad.

All-new Astra touring car unveiled

VAUXHALL'S sister brand Opel has shown images of a new Astra touring car that will race in the 2016 TCR International Series.

TCR, which made its debut this year, was developed as a cheaper alternative to the FIA World Touring Car Championship. It already boasts entries from SEAT, Honda and VW (as well as the current Astra) and races in countries including China, Spain, Italy, Russia, Singapore and Thailand.

In keeping with TCR rules, the Astra will make 330bhp from a 2.0-litre turbo engine.

"Touring car racing has always been an important part of Opel," said the brand's chief marketing officer Tina Müller. "With this Astra, we want to give ambitious privately owned teams a platform for exciting sport at reasonable costs."

HOT HATCH

Aggressively styled Astra set for global competition



GP2 adds extra Bahrain round

GRAND Prix support series GP2 and GP3 have added Bahrain races at the end of the year to make up for rounds lost when Germany's Grand Prix was cancelled.

The two single-seater series are now part of the support bill for the Sakhir track's World Endurance Championship event, which runs from 19-21 November.





Why buying a connected car could save your life

After 20 years in the US, GM's OnStar technology is finally hitting the UK streets via Vauxhall. Alphr took it for a test drive and discovered it isn't just about convenience: this tech could genuinely save your life. Visit alphr.com/cars for the full story and a fresh take on car tech.

alphr.com
A fresh take on technology

AE STILL dreaming of owning that new or used supercar? Good on you. If you've saved up, inherited a few quid or won the lottery, why not? Not only will a dream car purchase make you happy, HM Treasury will be smiling, too. After all, consumers buying high-ticket items help prop up the UK economy.

You could stay true to your childhood desires and acquire the keys to a Porsche or Ferrari. Or you might decide to be a little less predictable and more adult by backing Britain and British workers – investing in something like a homegrown Aston Martin, Bentley or top-end Jaguar.

Either way, ownership of such expensive kit means you'll contribute tens, scores or hundreds of thousands to Treasury coffers in VAT on the vehicle, fuel and insurance duties, road fund licences, plus yet more VAT on fuel, servicing, repairs and the like.

But instead of thanking you for supporting the economy, some local authority politicians are talking of crackdowns and 'supercar Asbos' for some of the people who drive them.

Kensington and Chelsea Council in London reckons "they have a detrimental effect to the local community's quality of life". Never mind that some supercar dealers and owners work, live in and are part of this community. The threat is these supercar locals (and others from outside) will commit criminal offences if they, for example, rev engines, play music, rapidly accelerate, drive in convoy, leave cars running when stationary or beep horns.

Councillor Tim Ahern insists: "We want to take steps to discourage these drivers from their anti-social behaviour." Nick Paget-Brown, leader of the council, goes further by saying some "can be heard right across the neighbourhood". He argues: "The best way forward is the PSPO."

The what? It's a Public Spaces Protection Order. And a supercar driver who breaches it faces everything from fines to the seizure, impounding and crushing of his dream machine. Mark my words: once drivers of the fastest and most expensive cars have been hit with PSPOs, more humble performance models – hot hatches, perhaps – will be next.

Meanwhile, it seems that moped riders, plus operators of buses, lorries and refuse trucks, can continue to idle and be as anti-social or loud as they like. Honestly, it's one set of rules for them, an entirely different and more draconian set for car drivers.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W Supercar owners contribute thousands to the Treasury, but some local authority politicians are talking of 'supercar Asbos'

next week

TESTED



Clio RS vs 208 GTi, Fiesta ST

Has Renaultsport got it right this time? We try new pocket rocket vs Peugeot and Ford

DRIVEN



Discovery Sport

Land Rover SUV gets the engine it deserves with new 2.0 Ingenium diesel. We try it out

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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.1 (8.8) – 72.4 (3.9); extra-urban 51.4 (5.5) – 88.3 (3.2); combined 42.2 (6.7) – 83.1 (3.4). CO₂ emissions 156 – 89 g/km.